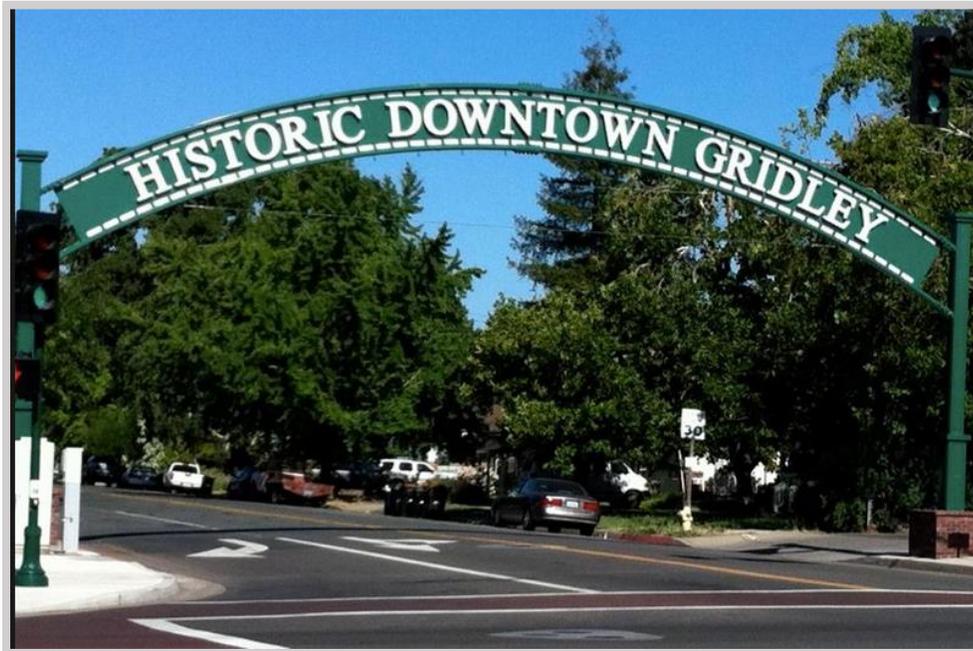


BUTTE 99 ROAD REHAB IN GRIDLEY PROJECT

Butte County, California
DISTRICT 3 – BUT – 99 (Post Miles R3.1 to 5.0)
1H140 / 0316000060

INITIAL STUDY WITH NEGATIVE DECLARATION



Prepared by the
State of California, Department of Transportation
Caltrans District 3
703 B Street
Marysville, CA 95901



June 2022



General Information About This Document

What is in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study with Negative Declaration (IS/ND) which examines the potential environmental effects of a proposed project on State Route 99 in Butte County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, how the existing environment could be affected by the project, the potential impacts of the project, and proposed avoidance, minimization, and/or mitigation measures.

The draft IS/ND was circulated to the public for 30 days, between April 1, 2022, and April 30, 2022. Comments received during this period are included in Appendix D. Elsewhere in this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been marked. Additional copies of this document are available for review at Caltrans District 3 office located at 703 B Street, Marysville, CA 95901. This document may be downloaded at the following website:

<https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs>

For individuals with sensory disabilities, this document can be provided in Braille, in large print, or in digital format. To obtain a copy in an alternate format, please call or write to Department of Transportation, Attn: Stacie Gandy, EEO/Safety Office, 703 B Street, Marysville, CA 95901; (530) 218-0632 (Voice) or use the California Relay Service number 1-800 735-2929 (TTY to Voice), 1-800 735-2922 (Voice to TTY), or 711.

BUTTE 99 ROAD REHAB IN GRIDLEY PROJECT

Maintain the highway corridor, provide safe and serviceable facilities for the traveling public, and enhance connectivity on State Route (SR) 99 in Butte County

US/State Route 99 in Butte County
from Post Miles R3.1 to 5.0 in the City of Gridley

INITIAL STUDY WITH NEGATIVE DECLARATION

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

06/27/2022

Date of Approval

Mike Bartlett

Mike Bartlett, Office Chief
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NEGATIVE DECLARATION

Submitted Pursuant to: Division 13, California Public Resources Code

SCH Number: 2022040036

Project Description

The California Department of Transportation (Caltrans) has partnered with the City of Gridley and Butte County Association of Governments (BCAG) to develop this project. This proposed pavement rehabilitation project is located on State Route (SR) 99 in the City of Gridley in Butte County, between post miles (PMs) R3.1 and 5.0. Improvements include the addition and enhancement of sidewalk on the east side of SR 99 and upgrade of the non-standard curb ramps to American with Disabilities Act of 1990 (ADA) standards. Furthermore, the project would address other highway appurtenances such as upgrading drainage facilities and adding new Transportation Management System (TMS) elements including bike loop detectors, a closed-circuit television (CCTV) camera, street lighting, and installation of fiber optic conduits.

Determination

This Negative Declaration (ND) is included to give notice to interested agencies and the public of Caltrans' intent to adopt an ND for this project. This does not mean that Caltrans' decision regarding the project is final. This ND is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study (IS) for this project and, following public review, has determined from this study that the proposed project would not have a significant impact on the environment in relation to the following:

The project would have *No Effect* on Agriculture and Forest Resources, Air Quality, Cultural Resources, Energy, Land Use, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, and Tribal Cultural Resources.

The project would have *Less than Significant Impacts* to Aesthetics, Biological Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Transportation, Utilities and Service Systems, Wildfire, and Mandatory Findings of Significance.

Mike Bartlett

06/27/2022

Mike Bartlett, Office Chief
North Region Environmental-District 3
California Department of Transportation

Date



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LIST OF ABBREVIATED TERMS

Abbreviation	Description
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADL	Aerially Deposited Lead
BCAG	Butte County Association of Governments
BMPs	Best Management Practices
BSA	Biological Study Area
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CALFIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CCTV	Closed-circuited Television
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH ₄	Methane
CIA	Cumulative Impact Analysis
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO ₂	Carbon Dioxide
COS	Certificate of Sufficiency
CTP	California Transportation Plan
CWA	Clean Water Act
dBA	A-weighted Decibels
DOT	Department of Transportation
EIR	Environmental Impact Report
EO(s)	Executive Order(s)
ESL	Environmental Study Limits
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
GGS	Giant Gartersnake
GHG	Greenhouse Gas
GWP	Global Warming Potential
H&SC	Health & Safety Code
HFCs	Hydrofluorocarbons

Abbreviation	Description
HMDD	Hazardous Materials Disclosure Document
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
ISA	Initial Site Assessment
IS/ND	Initial Study/Negative Declaration
LCFS	Low Carbon Fuel Standard
LCP	Lead compliance plan
LMax	Maximum Sound Level
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMT	Million Metric Tons
MMTCO ₂ e	Million Metric Tons of Carbon Dioxide Equivalent
MOU	Memorandum of Understanding
MPO(s)	Metropolitan Planning Organization(s)
N ₂ O	Nitrous Oxide
NAGPRA	Native American Graves Repatriation Act
NAHC	Native American Heritage Commission
ND	Negative Declaration
NEPA	National Environmental Policy Act
NESMI	Natural Environment Study- Minimal Impact
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
PDT	Project Development Team
PIR	Project Initiation Report
PM ₁₀	Particulate Matter
PM(s)	Post Mile(s)
PPDG	Project Planning Design Guide
PRC	Public Resources Code
RHMA	Rubberized hot mix asphalt
ROW	Right-of-Way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF ₆	Sulfur Hexafluoride
SHPO	State Historic Preservation Officer
SHS	State Highway System
SI	Site Investigation
SLR	Sea Level Rise
SNC	Sensitive Natural Communities

Abbreviation	Description
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCE(s)	Temporary Construction Easement(s)
TMP(s)	Transportation Management Plan(s)
TMS	Traffic Management System
U.S. or US	United States
USACE	United States Army Corps of Engineers
USC	United States Code
U.S. DOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGCRP	U.S. Global Change Research Program
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
WPCP	Water Pollution Control Program



Chapter 1 Proposed Project

1.1 Project History

The Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA). Caltrans proposes to maintain the highway corridor, provide safe and serviceable facilities for the traveling public, and enhance connectivity along State Route (SR) 99, between post miles (PMs) R3.1 and 5.0 in Butte County. The total length of the project is 1.9 miles. Figures 1 and 2 indicate the project vicinity and location maps.

During the development of the Project Initiation Report (PIR) in the planning phase of the project, the following meetings were held between Caltrans and the community:

- City Council Workgroup Meeting—May 23, 2016
- Business Roundtable—August 26, 2016
- Community Workshop #1—October 12, 2016
- Online community survey conducted (374 people responded)—October 3, 2016, through December 6, 2016
- Community Workshop #2—July 19, 2017
- Consultant (MIG) finished Community Guidebook—Fall 2017

Community priorities and concerns are as follows:

- Increase pedestrian safety
- Improve flow of traffic through Gridley
- Support local business
- Facilitate the movement of trucks
- Ensure appropriate maintenance of public spaces
- Reduce traffic speeds in Gridley

1.2 Project Description

Caltrans has partnered with the City of Gridley and Butte County Association of Governments (BCAG) to develop this project. This proposed pavement rehabilitation project is located on SR 99 in the City of Gridley in Butte County, between PMs R3.1 and 5.0. Improvements include the addition and enhancement of sidewalk on the east side of SR 99 and upgrade of the non-standard curb ramps to ADA standards. Furthermore, the project would address other highway appurtenances such as upgrading drainage facilities and adding new Traffic Management System (TMS) elements including bike loop detectors, a CCTV camera, street lighting, and installation of fiber optic conduits.

1.1.1 Project Objective

Purpose

The purpose of the project is to maintain the highway corridor, provide safe and serviceable facilities for the traveling public, and enhance bike and pedestrian connectivity. This will be accomplished by:

- Expanding multimodal transportation opportunities.
- Creating a corridor accessible to all by updating ADA facilities.
- Improving motorist and bicyclist ride quality.
- Providing adequate drainage facilities.
- Enhancing visual quality and safety of the corridor.

Need

The pavement exhibits signs of distress and deterioration resulting in poor ride quality. Complete street elements, fiber optics, loop detection, and a CCTV system are incomplete within the project limits. Existing curb ramps and driveways do not meet ADA standards. Sidewalk facilities need to be expanded through the project limits to improve connectivity and multimodal accessibility. In addition, drainage throughout the project limits must accommodate these improvements.

1.1.2 Proposed Project

There is one Build alternative and one No-Build alternative for this project.

BUILD ALTERNATIVE

The Build alternative would improve the facility in its current location and would meet the purpose and need of the project. The Build alternative would repair pavement with a 20-year design life to address pavement distress and deterioration, rehabilitate culverts, remove and replace non-standard curb ramps, and install TMS elements.

The proposed scope includes the following work:

- 0.25 feet rubberized hot mix asphalt (RHMA) cold plane and overlay
- 0.50 feet digouts (where alligator cracking is greater than 20%)
- Placement of shoulder backing in locations without curb and gutter
- Construction of a new 8-foot-wide sidewalk with 3-foot-wide landscaping, from West Liberty Road to Dollar General
- Removal of existing sidewalk and construction of a new 8-foot-wide sidewalk with 3-foot-wide landscaping, from Dollar General to Standish Lane
- Installation of a 5-foot-wide sidewalk with curb and gutter, from Standish Lane to the existing sidewalk and curb and gutter in front of the Stapleton-Spence Packing Company at the northern project limits

- Replacement of existing curb ramps with ADA-compliant curb ramps at the following locations:
 - SR 99 and East Gridley Road/Magnolia Street (4 curb ramps)
 - SR 99 and Sycamore Street (3 curb ramps)
 - SR 99 and Hazel Street (4 curb ramps)
 - SR 99 and Spruce Street (4 curb ramps)
- Installation of new drainage system, from West Liberty Road to Dollar General
- Upgrade of culverts by placing a liner or replacing
- Extension of box culverts approximately 10 feet on the northbound lane. Actions for this work would include:
 - Dewatering (if required) during the down season
 - Excavation
 - Concrete work—formwork, concrete and rebar, and backfill
 - Water back on
- Installation of a new enhanced crosswalk pedestrian hybrid beacon and refuge island between Archer Avenue and Cherry Street
- Installation of one CCTV at the intersection of SR 99 and East Gridley Road
- Upgrade of traffic signal detection
- Installation of street lighting—63 streetlights on the east side of SR 99, adjacent to new sidewalk, from West Liberty Road to Standish Lane
- Installation of fiber optic conduits within project limits to support future Middle Mile Improvements. Fiber optic cable will be installed by a future project.
- Installation of electrical conduits under proposed sidewalk for the City of Gridley use

The project would mostly be contained within the existing Caltrans Right-Of-Way (ROW). Temporary Construction Easements (TCEs) and additional ROW

would be acquired to accommodate the new sidewalk, curb ramps, and conforming of driveways in some areas within the project limits. Areas with proposed TCEs and permanent easements are shown on the Environmental Study Limits (ESL) layouts in Appendix A.

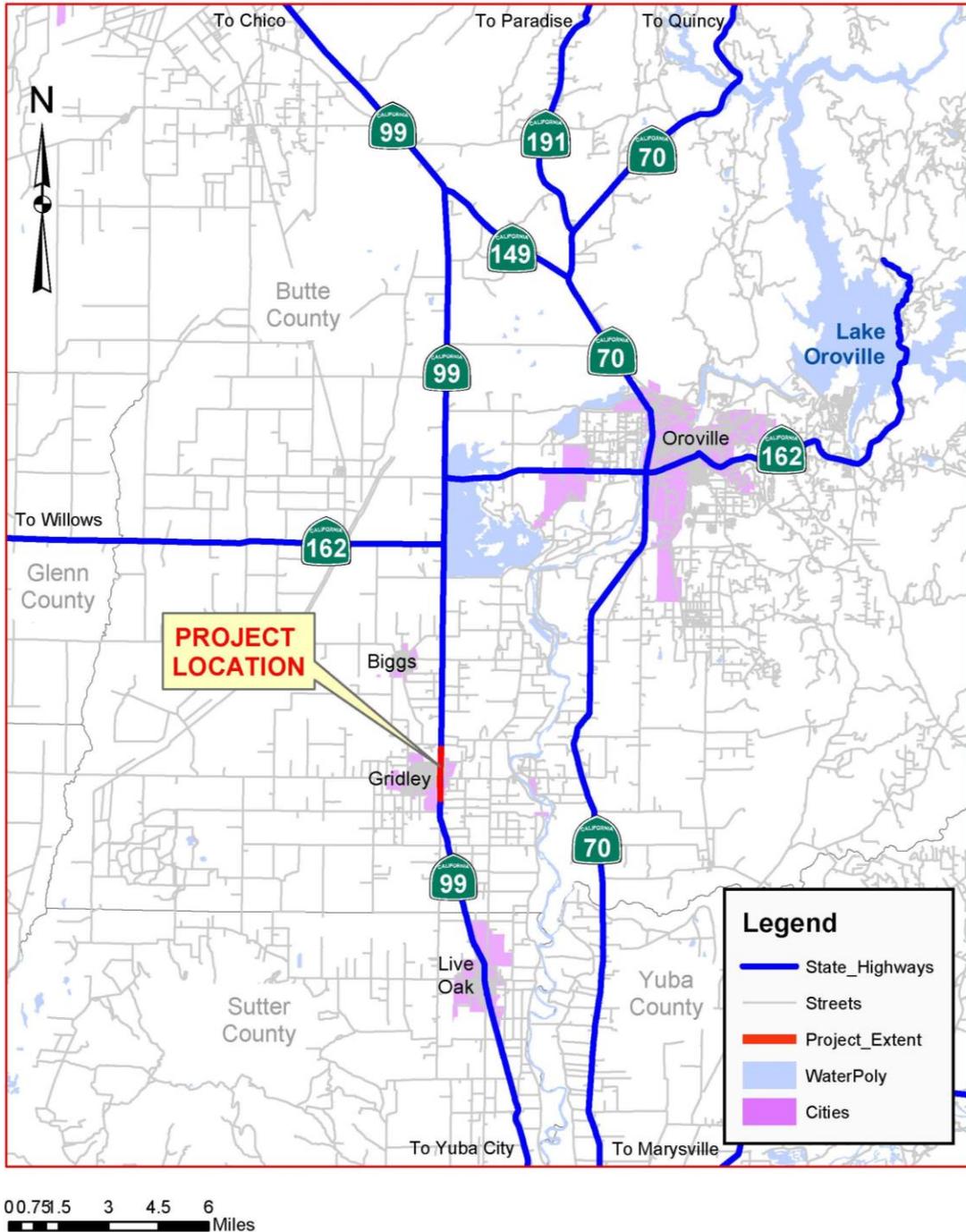


Figure 1. Project Vicinity Map

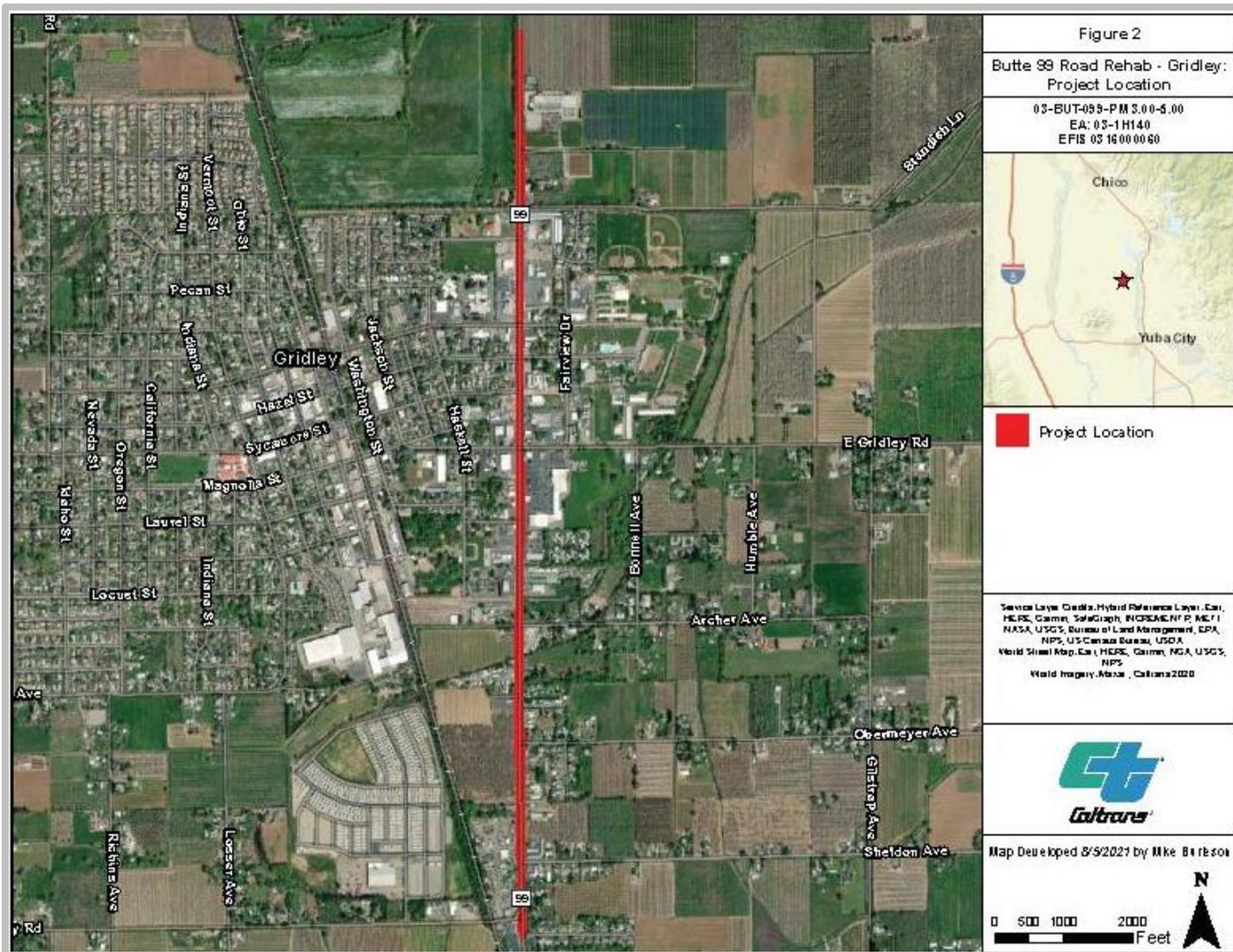


Figure 2. Project Location Map

NO-BUILD ALTERNATIVE

The No-Build alternative would maintain the facility in its current condition and would not meet the purpose and need of the project. For each potential impact area discussed in Chapter 2, the No-Build alternative has been determined to have no impact. Under the No-Build alternative, the proposed improvements would not be implemented.

GENERAL PLAN DESCRIPTION, ZONING, AND SURROUNDING LAND USES

The City of Gridley is in the southwestern portion of Butte County. This section of SR 99 experiences high traffic volumes and high speeds, as well as vehicular and truck traffic, and runs in a north-to-south direction through the project limits. The highway consists of two twelve-foot lanes in each direction and a continuous two-way left turn lane with multiple signalized intersections. The City of Gridley General Plan Map and Zoning Map designated the zoning within and adjacent to the project limits as: M-1 (Limited Industrial), M-2 (Heavy Industrial), C-1 (Restricted Commercial), C-2 (General Commercial), Multi-Family Residential, High Density Residential, Agricultural, and Mixed-Use Combining Zone Overlay. The surrounding land use from the Gridley General plan is industrial, commercial, and residential; high density 1 (9–15 dwelling units per acre [du/ac]); and high density 2 (15-30 du/ac).

1.3 Permits and Approvals Needed

The following table indicates the permitting agency, permits/approvals, and status of permits required for the project:

Table 1. Agency Approvals

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	1602 Lake and Streambed Alteration Agreement	Will be completed in the next project phase
Regional Water Quality Control Board (RWQCB)	Section 401 Water Quality Certification	Will be completed in the next project phase
U.S. Army Corps of Engineers (USACE)	Section 404	Will be completed in the next project phase

1.4 Standard Measures and Best Management Practices Included in All Alternatives

Under CEQA, “mitigation” is defined as avoiding, minimizing, rectifying, reducing/eliminating, and compensating for an impact. In contrast, Standard Measures and Best Management Practices (BMPs) are prescriptive and sufficiently standardized to generally apply, and do not require special tailoring for a project. They are measures that typically result from laws, permits, agreements, guidelines, and resource management plans. For this reason, the measures and practices are not considered “mitigation” under CEQA; rather, they are included as part of the project description in environmental documents.

The following section provides a list of project features, standard practices (measures), and BMPs included as part of the project description. These avoidance and minimization measures are prescriptive and sufficiently standardized to generally apply and do not require special tailoring to a project situation. These are generally measures that result from laws, permits, guidelines, and resource management plans relevant to the project. They contain refinements in planning policies and implementing actions. These practices predate the project's proposal and apply to all similar projects. These measures and practices do not qualify as project mitigation, and the effects of the project are analyzed with these measures in place.

Standard measures relevant to the protection of natural resources deemed applicable to the proposed project include:

Aesthetics Resources

AR-4: Where feasible, construction lighting would be limited to within the area of work.

Biological Resources

BR-1: General

Before start of work, as required by permit or consultation conditions, a Caltrans biologist or Environmental Construction

Liaison (ECL) would meet with the contractor to brief them on environmental permit conditions and requirements relative to each stage of the proposed project, including, but not limited to, work windows, drilling site management, and how to identify and report regulated species within the project areas.

BR-2: Animal Species

- A. To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week before vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest, and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.

- B. Pre-construction surveys for active raptor nests within one-quarter mile of the construction area would be conducted by a qualified biologist within one week before initiation of construction activities. Areas to be surveyed would be limited to those areas subject to increased disturbance because of construction activities; i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed. If any active raptor nests are identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until

the young have fledged, or the nest is determined to be unoccupied.

- C. To prevent attracting corvids (birds of the Corvidae family which include jays, crows, and ravens), no trash or foodstuffs would be left or stored on-site. All trash would be deposited in a secure container daily and disposed of at an approved waste facility at least once a week. Also, on-site workers would not attempt to attract or feed any wildlife.
- D. A qualified biologist would monitor in-stream construction activities that could potentially impact sensitive biological receptors. The biological monitor would be present during activities such as dewatering or excavation to ensure adherence to permit conditions. In-water work restrictions would be implemented.
- E. A qualified biologist would prepare and present a biological resource information program to familiarize personnel with regulated species and habitats, related laws and regulations, and species protection measures and protocols.

BR-5: Wetlands and Other Waters

- A. The contractor would be required to prepare and submit a Temporary Creek Diversion System Plan to Caltrans for approval before any creek diversion. Water generated from the diversion operations would be pumped and discharged according to the approved plan and applicable permits.
- B. In-stream work would be restricted to the period between irrigation seasons (roughly November through February) when the canals are historically dry. Construction activities restricted to this period include any work below the ordinary high water. Construction activities performed above the ordinary high water mark of a watercourse that could potentially directly impact surface waters (i.e., soil disturbance that could lead to

turbidity) would also be performed during the dry season, typically between November through February, or as weather permitted per the authorized contractor-prepared Storm Water Pollution Prevention Plan (SWPPP), Water Pollution Control Program (WPCP), and/or project permit requirements.

Cultural Resources

- CR-3:** If cultural materials were discovered during construction, work activity within a 60-foot radius of the discovery would be stopped and the area secured until a qualified archaeologist was able to assess the nature and significance of the find in consultation with the State Historic Preservation Officer (SHPO).
- CR-4:** If human remains and related items were discovered on private or State land, they would be treated in accordance with State Health and Safety Code § 7050.5. Further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner would be contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains were thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC), which would then notify the Most Likely Descendent (MLD).

Human remains and related items discovered on federally owned lands would be treated in accordance with the Native American Graves Repatriation Act of 1990 (NAGPRA) (23 United States Code [USC] 3001). The procedures for dealing with the discovery of human remains, funerary objects, or sacred objects on federal land are described in the regulations that implement NAGPRA 43 Code of Federal Regulations (CFR) Part 10. All work in the vicinity of the discovery would be halted, and the administering agency's archaeologist would be notified immediately. Project activities in the vicinity of the discovery would not resume until the federal agency complied with the 43 CFR Part 10 regulations and provided notification to proceed.

Geology, Seismic/Topography, and Paleontology

- GS-1:** The project would be designed to minimize slope failure, settlement, and erosion using recommended construction techniques and BMPs. New earthen slopes would be vegetated to reduce erosion potential.
- GS-2:** In the unlikely event that paleontological resources (fossils) were encountered, all work within a 60-foot radius of the discovery would stop, the area would be secured, and the work would not resume until appropriate measures were taken.

Greenhouse Gas Emissions

- GHG-1:** Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality.
- GHG-2:** Compliance with Title 13 of the California Code of Regulations, which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.
- GHG-3:** Caltrans Standard Specification "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board (CARB).
- GHG-4:** Use of a Transportation Management Plan (TMP) to minimize vehicle delays and idling emissions. As part of this, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along the highway during peak travel times.
- GHG-5:** All areas temporarily disturbed during construction would be revegetated with appropriate native species. Landscaping reduces surface warming and, through photosynthesis, decreases carbon

dioxide (CO₂). This replanting would help offset any potential CO₂ emissions increase.

- GHG-6:** Pedestrian and bicycle access would be maintained on SR 99 during project activities.

Hazardous Waste and Material

HW-1: Per Caltrans requirements, the contractor(s) would prepare a project-specific Lead Compliance Plan (California Code of Regulations (CCR) Title 8, § 1532.1, the “Lead in Construction” standard) to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for handling lead-impacted soil.

HW-2: When identified as containing hazardous levels of lead, traffic stripes would be removed and disposed of under Caltrans’ Standard Special Provision “Residue Containing Lead from Paint and Thermoplastic.”

Traffic and Transportation

TT-2: The contractor would have to schedule and conduct work to avoid unnecessary inconvenience to the public and to maintain access to driveways, houses, and buildings within the work zones.

TT-3: A TMP would be applied to the project.

Utilities and Emergency Services

UE-1: All emergency response agencies in the project area would be notified of the project construction schedule and would have access to SR 99 throughout the construction period.

UE-2: Caltrans would coordinate with utility providers to plan for relocation of any utilities to ensure utility customers would be notified of potential service disruptions before relocation.

Water Quality and Stormwater Runoff

WQ-1: The project would comply with the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2012-0011-DWQ) as amended by subsequent orders, which became effective July 1, 2013, for projects that result in a land disturbance of one acre or more, and the Construction General Permit (Order 2009-0009-DWQ).

Before any ground-disturbing activities, the contractor would prepare a SWPPP (per the Construction General Permit Order 2009-0009-DWQ) or WPCP (projects that result in a land disturbance of less than one acre), that includes erosion control measures and construction waste containment measures to protect waters of the state during project construction.

The SWPPP or WPCP would identify the sources of pollutants that may affect the quality of stormwater; include construction site BMPs to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan. All construction site BMPs would follow the latest edition of the *Caltrans Stormwater Quality Handbooks: "Construction Site Best Management Practices (BMPs) Manual"* to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

The project SWPPP or WPCP would be continuously updated to adapt to changing site conditions during the construction phase.

Construction may require one or more of the following temporary construction site BMPs:

- Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) would be cleaned up under applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed of off-site.
- Temporary sediment control and soil stabilization devices would be installed.
- Existing vegetated areas would be maintained to the maximum extent practicable.
- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.
- Soil disturbing work would be limited during the rainy season.

WQ-2: The project would incorporate pollution prevention and design measures consistent with the 2016 Caltrans Storm Water Management Plan. This plan complies with the Caltrans Statewide NPDES Permit (Order 2012-0011-DWQ) as amended by subsequent orders.

The project design may include one or more of the following:

- Vegetated surfaces would feature native plants, and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.
- Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus filtering any potential pollutants.

1.5 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with CEQA and other state laws and regulations. Separate environmental documentation supporting a Categorical Exclusion determination has been prepared under the National Environmental Policy Act (NEPA). When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations. (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special status species by the National Marine Fisheries Service and the United States Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).

Chapter 2 CEQA Environmental Checklist

Environmental Factors Potentially Affected

The environmental factors noted below would potentially be affected by this project. Please see the CEQA Environmental Checklist on these pages for additional information.

Potential Impact Area	Impacted: Yes / No
Aesthetics	Yes
Agriculture and Forest Resources	No
Air Quality	No
Biological Resources	Yes
Cultural Resources	No
Energy	No
Geology and Soils	Yes
Greenhouse Gas Emissions	Yes
Hazards and Hazardous Materials	Yes
Hydrology and Water Quality	Yes
Land Use and Planning	No
Mineral Resources	No
Noise	No
Population and Housing	No
Public Services	No
Recreation	No
Transportation	Yes
Tribal Cultural Resources	No
Utilities and Service Systems	Yes
Wildfire	Yes
Mandatory Findings of Significance	Yes

The CEQA Environmental Checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Often, background studies performed with the project will indicate there are no impacts to a particular resource. A “No Impact” answer in the last column of the checklist reflects this determination. The words “significant” and “significance”

used throughout the checklist and this document are related only to potential impacts under CEQA. The questions in the CEQA Environmental Checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures applied to all or most Caltrans projects (such as BMPs and measures in the Standard Plans and Specifications or as Standard Special Provisions [Section 1.4]), are an integral part of the project and have been considered before any significance determinations documented in the checklist or document.

Project Impact Analysis Under CEQA

CEQA broadly defines “project” to include “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment” (14 CCR § 15378). Under CEQA, normally the baseline for environmental impact analysis consists of the existing conditions at the time the environmental studies began. However, it is important to choose the baseline that most meaningfully informs decision-makers and the public of the project’s possible impacts. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project’s impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions supported by reliable projections based on substantial evidence in the record. The CEQA Guidelines require a “statement of the objectives sought by the proposed project” (14 CCR § 15124(b)).

CEQA requires the identification of each potentially “significant effect on the environment” resulting from the action, and ways to mitigate each significant effect. Significance is defined as “Substantial or potentially substantial adverse change to any of the physical conditions within the area affected by the

project" (14 CCR § 15382). CEQA determinations are made before and separate from developing mitigation measures for the project.

The legal standard for determining the significance of impacts is whether a "fair argument" can be made that a "substantial adverse change in physical conditions" would occur. The fair argument must be backed by substantial evidence including facts, reasonable assumption predicated upon fact, or expert opinion supported by facts. Generally, an environmental professional with specific training in an area of environmental review can make this determination.

Though not required, CEQA suggests Lead Agencies adopt thresholds of significance, which define the level of effect above which the Lead Agency will consider impacts to be significant, and below which it will consider impacts to be less than significant. Given the size of California and its varied, diverse, and complex ecosystems, as a Lead Agency that encompasses the entire state, developing thresholds of significance on a statewide basis has not been pursued by Caltrans. Rather, to ensure each resource is evaluated objectively, Caltrans analyzes potential resource impacts in the project area based on their location and the effect of the potential impact on the resource. For example, if a project has the potential to impact 0.10 acre of wetland in a watershed with minimal development and contains thousands of acres of wetland, then a "less than significant" determination would be considered appropriate. In comparison, if 0.10 acre of wetland would be impacted that is within a park in a city that only has 1.00 acre of total wetland, then the 0.10 acre of wetland impact could be considered "significant."

If the action may have a potentially significant effect on any environmental resource (even with mitigation measures implemented), then an Environmental Impact Report (EIR) must be prepared. Under CEQA, the lead agency may adopt a negative declaration (ND) if there is no substantial evidence that the project may have a potentially significant effect on the environment (14 CCR § 15070(a)). A proposed ND must be circulated for public review, along with a document known as an Initial Study. CEQA allows for a "Mitigated Negative

Declaration” in which mitigation measures are proposed to reduce potentially significant effects to less than significant (14 CCR § 15369.5).

Although the formulation of mitigation measures shall not be deferred until some future time, the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project’s environmental review. The lead agency must (1) commit itself to the mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure. Compliance with a regulatory permit or other similar processes may be identified as mitigation if compliance would cause implementation of measures reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards (§ 15126.4(a)(1)(B)).

Per CEQA, measures may also be adopted, but are not required, for environmental impacts not found to be significant (14 CCR § 15126.4(a)(3)). Under CEQA, mitigation is defined as avoiding, minimizing, rectifying, reducing, and compensating for any potential impacts (CEQA 15370). Regulatory agencies may require additional measures beyond those required for compliance with CEQA. Though not considered “mitigation” under CEQA, these measures are often referred to in an Initial Study as “mitigation,” Good Stewardship, or BMPs. These measures can also be identified after the Initial Study/Negative Declaration is approved.

CEQA documents must consider direct and indirect impacts of a project (CAL. PUB. RES. CODE § 21065.3). They are to focus on significant impacts (14 CCR § 15126.2(a)). Impacts that are less than significant need only be briefly described (14 CCR § 15128). All potentially significant effects must be addressed.

No-Build Alternative

For each of the following CEQA Environmental Checklist questions, the No-Build alternative has been determined to have “No Impact.” Under the No-Build alternative, no alterations to the existing conditions would occur, and no

proposed improvements would be implemented. The No-Build alternative will not be discussed further in this document.

2.1 Aesthetics

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Have a substantial adverse effect on a scenic vista?				✓
Would the project: b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
Would the project: c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				✓
Would the project: d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

2.1.1 Regulatory Setting

The California Environmental Quality Act (CEQA) establishes it is the policy of the state to take all action necessary to provide the people of the state “with ... enjoyment of *aesthetic*, natural, scenic and historic environmental qualities” (CA Public Resources Code [PRC] Section 21001 [b]).

2.1.2 Environmental Setting

A Visual Impact Assessment (VIA) was completed for this proposed project on October 11, 2021. The project is regionally at the eastern edge of the Sacramento Valley where the general landscape is valley and general landcover is agricultural and residential. The land use adjacent to the proposed project area is primarily commercial and agricultural, but also includes residential areas near the south end of the project area.

California SR 99 is not listed as an Eligible or Officially Designated State Scenic Highway. Within the region, SR 99 provides few views that could be considered a vista point along the main roadway. In addition, Caltrans has not officially designated a scenic vista near the project area, nor is an informal scenic vista been established and utilized by the general public for viewing the landscape.

2.1.3 Discussion of CEQA Environmental Checklist Question 2.1— Aesthetics

a) Would the project have a substantial adverse effect on a scenic vista?

The project will impact no formal or informal scenic vistas, as none are present in the corridor or in view of the corridor. Therefore, no impact would occur to a scenic vista.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway?

At the project location, California SR 99 is not designated as a State Scenic Highway. Although the project is expected to remove some mature street trees and large shrub screenings, no substantial damage will occur to scenic resources. Therefore, no impact would occur.

c) Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its

surroundings? (Public views are those that are experienced from a publicly accessible vantage point.)

The proposed project largely rehabilitates existing features, making the project highly compatible to the area. Adding ADA-compliant features, sidewalk, and street lighting would not degrade the existing visual character or quality. Therefore, no impact would occur.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The proposed work is expected to be completed during normal working daylight hours but may necessitate some nighttime working hours. However, all nighttime illumination sources would comply with standard Caltrans practices controlling illumination for public safety, and any light and glare from construction activities would be temporary.

Additional roadway lighting would create a new source of permanent nighttime light; however, new lighting is expected to improve nighttime visibility of the surrounding intersections and enhance roadway and pedestrian safety. Existing roadway lighting needs upgrade and does not provide adequate coverage. All proposed lighting would be downlit to reduce light pollution and increase visibility along the corridor. The proposed project would cause no substantial new source of lighting or glare that would adversely affect the views. Therefore, the impact is less than significant.

2.1.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project, the Forest Legacy Assessment Project, and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB).

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>Would the project: a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>				✓
<p>Would the project: b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				✓
<p>Would the project: c) Conflict with existing zoning or cause rezoning of forest land (as defined by Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?</p>				✓

<p>Would the project: d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>				✓
<p>Would the project: e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?</p>				✓

2.2.1 Regulatory Setting

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

2.2.2 Environmental Setting

“No Impact” determinations in this section are based on the scope, description, location of the proposed project, the California Department of Conservation Farmland Maps, and the Butte County Williamson Act Map. Potential impacts to Agricultural and Forest Resources are not anticipated. The project would mostly be contained within the existing Caltrans ROW. Temporary construction easements and additional ROW would be acquired to accommodate the new sidewalk, curb ramps, and conforming of driveways in some areas within the project limits. However, these areas to be acquired would not convert farmland. No forest land, timberland, or timberland zoned Timberland Production was identified within the project limits.

2.2.3 Discussion of CEQA Environmental Checklist Question 2.2— Agriculture and Forest Resources

- a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

According to the California Department of Conservation, the project area is identified as Urban and Built-Up Land. The City of Gridley has land use authority, and it is zoned Limited Industrial, Mixed-Use Combining Zone Overlay, and Downtown Mixed-Use Overlay. Therefore, there is no impact to farmland.

- b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

There are no parcels under the Williamson Act contract within the project limits. The project area is zoned Limited Industrial, Mixed-Use Combining Zone Overlay, and Downtown Mixed-Use Overlay. Therefore, no impacts would occur toward agriculture zoning or Williamson Act properties.

- c) Would the project conflict with existing zoning or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

The proposed project would not conflict with existing zoning for forest land/timberland; there is no forest land in the project area. Therefore, no impacts would occur to forest or timberland.

- d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

There is no forest land in the project area. Therefore, the project would not result in a loss or conversion of forest land.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

The proposed project would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impacts would occur.

2.2.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.3 Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make these determinations.

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
Would the project: b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				✓
Would the project: c) Expose sensitive receptors to substantial pollutant concentrations?				✓
Would the project: d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				✓

2.3.1 Regulatory Setting

The Federal Clean Air Act (CAA), as amended, is the primary federal law that governs air quality, while the California Clean Air Act is its corresponding state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and CARB, set standards for the concentration of pollutants in the air.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under NEPA. In addition to this analysis, a parallel “conformity” requirement under the CAA also applies.

2.3.2 Environmental Setting

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, and the Air Quality, Traffic Noise, and Greenhouse Gas Analysis dated August 25, 2021. Potential impacts to air quality are not anticipated.

2.3.3 Discussion of CEQA Environmental Checklist Question 2.3— Air Quality

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The proposed project would not result in changes to the traffic volume, fleet mix (car versus truck), speed, location of existing facility, or any other factor that would cause an increase in emissions relative to the No-Build alternative; thus, this project would not cause an increase in operational emissions. Given this, there would be no impact to air quality.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Based on the Air Quality Analysis Memo, the project would not result in considerable net increases for criteria pollutants. Construction activities are expected to increase traffic congestion in the area, resulting in an increase in emissions from traffic during delays. These emissions would be temporary and limited to the immediate area surrounding the construction site. Therefore, there would be no impact.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Based on the Air Quality Analysis Memo, the project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, there would be no impact.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Fugitive dust, sometimes called windblown dust or particulate matter (PM10), would be generated during grading and construction operations; however, it would be a short-term construction emission. The project would comply with construction standards and Caltrans standardized procedures for minimizing air pollutants during construction. Therefore, there would be no impact.

2.3.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.4 Biological Resources

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>Would the project: a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?</p>				✓
<p>Would the project: b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p>				✓
<p>Would the project: c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>			✓	
<p>Would the project: d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>				✓

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>Would the project: e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>				✓
<p>Would the project: f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</p>				✓

2.4.1 Regulatory Setting

Within this section of the document (2.4 Biological Resources), the topics are separated into Natural Communities, Wetlands and Other Waters, Plant Species, Animal Species, Threatened and Endangered Species, and Invasive Species. Plant and animal species listed as “threatened” or “endangered” are covered within the Threatened and Endangered sections. Other special status plant and animal species, including CDFW fully protected species, species of special concern, U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) candidate species, and California Native Plant Society (CNPS) rare and endangered plants are covered in the Plant and Animal sections.

NATURAL COMMUNITIES

CDFW maintains records of Sensitive Natural Communities (SNC) in the California Natural Diversity Database (CNDDB). SNC are those natural communities of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects. These communities might contain special status taxa or their habitat.

WETLANDS AND OTHER WATERS

“Waters” of the United States (including wetlands) and State are protected under several laws and regulations. The primary laws and regulations governing wetlands and other waters include:

- Federal Clean Water Act (CWA), 33 USC 1344
- Federal Executive Order for the Protection of Wetlands (EO 11990)
- State Sections 1600–1607 of the California Fish and Game Code (CFGC)
- State Porter-Cologne Water Quality Control Act, Section 3000 et seq.

PLANT SPECIES

The USFWS and CDFW have regulatory responsibility for the protection of special status plant species. The primary laws governing plant species include:

- Federal Endangered Species Act (FESA), United States Code 16 (USC), Section 1531, et seq. See also 50 CFR Part 402
- California Endangered Species Act (CESA), CFGC Section 2050, et seq.
- Native Plant Protection Act, CFGC Sections 1900–1913
- National Environmental Policy Act (NEPA), 40 C.F.R. Section 1500 through Section 1508
- California Environmental Quality Act (CEQA), California Public Resources Code, Sections 21000–21177

ANIMAL SPECIES

The USFWS, NMFS, and CDFW have regulatory responsibility for the protection of special status animal species. The primary laws governing animal species include:

- NEPA, 40 C.F.R. Section 1500 through Section 1508

- CEQA, California Public Resources Code, Sections 21000–21177
- Migratory Bird Treaty Act, 16 U.S.C. Sections 703–712
- Fish and Wildlife Coordination Act, 16 U.S. Code Section 661
- Sections 1600–1603 of the CFGC
- Sections 4150 and 4152 of the CFGC

THREATENED AND ENDANGERED SPECIES

The primary laws governing threatened and endangered species include:

- FESA, United States Code 16 (USC), Section 1531, et seq. See also 50 CFR Part 402
- CESA, CFGC, Section 2050, et seq.
- CEQA, California Public Resources Code, Sections 21000–21177
- Magnuson-Stevens Fishery Conservation and Management Act, 16 U.S. Code Section 1801

INVASIVE SPECIES

The primary laws governing invasive species are Executive Order (EO) 13112 and NEPA.

2.4.2 Environmental Setting

A Natural Environmental Study-Minimal Impacts (NESMI) was completed on September 10, 2021. The NESMI is to assess the environmental effects of the proposed project on natural resources and special status species which have the potential to occur within the Biological Study Area (BSA). The BSA for the project was delineated with consideration for sensitive biological resources within or near the vicinity of the proposed project area. The BSA includes the Environmental Study Limits (ESL) and surrounding area (five-mile radius of the project area). The “project area” referenced in this document describes areas where construction activities are projected to occur.

Caltrans is acting as the lead federal agency for Section 7 of FESA. It is anticipated that consultation with the USFWS and CDFW would not be necessary. Several meetings and field reviews have been conducted to support and verify project scope and Caltrans BMPs implementation strategies. In addition, permits would be obtained from these agencies: CDFW 1602 Lake or Streambed Alteration Agreement; USACE Clean Water Act, Section 404 Permit; and California RWQCB–Clean Water Act, Section 401 Water Quality Certification.

NATURAL COMMUNITIES

No natural vegetation communities occur within or adjacent to the project area as defined by the U.S. National Vegetation Classification Standard using state standards approved by CDFW and CNPS.

WETLANDS AND OTHER WATERS

Two irrigational canals considered federal and state jurisdictional waters hydrologically connected to “Navigable Water” and a “Reasonably Permanent Water” (Feather River) were identified within the project area. One historic canal was also observed at the southern end of the project area. The historic canal contains no evidence of recent inundation (no hydrology indicators). Therefore, the historic canal at the southern end is not considered jurisdictional and will not be discussed further in this document.

Caltrans biologists identified jurisdictional waters of the U.S. and state occur within the project limits. The two irrigation canals bisect SR 99 within the project area. The canals convey water from east to west, perpendicular to SR 99. Both canals are directly hydrologically connected to Morrison Slough and indirectly connected to the Sutter Butte Canal. The width of the canal that bisects the southern section of the project area (IC#1) is approximately 15 feet wide, and the canal that bisects the northern section (IC#2) is approximately 20 feet wide (Figure 3). These canals convey irrigation water to the agriculture community west of Gridley. Based on the desktop review and biological surveys, no wetlands were observed within the project area.

PLANT SPECIES

Based on the results of the desktop and literature reviews, the following plant species was found to potentially occur within the BSA: Sanford's arrowhead. Sanford's arrowhead is an aquatic emergent perennial typically found in shallow, standing fresh water. Sanford's arrowhead is listed as a CNPS-California Rare Plant Rank 1B.2 (rare, threatened, or endangered in California and elsewhere) due to aquatic habitat degradation by human-caused influences.

A focused biological resource survey was performed within the proposed project area by qualified Caltrans biologists to determine the presence of special status plant species including Sanford's arrowhead. No special status species were observed in the project area at the time of the 2021 focused survey. Sanford's arrowhead is not expected to occur in the proposed project area due to the lack of suitable habitat and the current CNDDDB records within the BSA.

ANIMAL SPECIES

Record searches and habitat assessments were conducted to determine whether special status (threatened, endangered, species of special concern) wildlife species have the potential to occur within the BSA. Based on the results of the desktop and literature review, the following 12 special status wildlife species may occur within the BSA:

- Bald eagle (*Haliaeetus leucocephalus*);
- Bank swallow (*Riparia riparia*);
- Chinook salmon - Central Valley spring-run ESU (*Oncorhynchus tshawytscha* pop. 11);
- Giant gartersnake (GGS; *Thamnophis gigas*);
- Greater sandhill crane (*Antigone canadensis tabida*);
- Steelhead - Central Valley DPS (*Oncorhynchus mykiss irideus* pop. 11);
- Swainson's hawk (*Buteo swainsoni*);

- Tricolored blackbird (*Agelaius tricolor*);
- Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*);
- Vernal pool fairy shrimp (*Branchinecta lynchi*);
- Vernal pool tadpole shrimp (*Lepidurus packardii*); and
- Western pond turtle (*Emys marmorata*).

A focused biological resource survey was performed within the proposed project area by qualified Caltrans biologists to determine the presence of these special status wildlife species. None of the species listed above, or their respective suitable habitat, were observed or otherwise detected in the proposed project area at the time of the surveys. Due to the lack of suitable habitat and the current CNDDDB records in the area (except for GGS), the species listed above will not be discussed further.

Migratory and nongame birds are protected under the federal Migratory Bird Treaty Act (MBTA) and the CFGC. Generally, Caltrans anticipates the nesting season for birds in California to occur from February 1 to September 30 every year. Birds can nest in a variety of habitats, including, but not limited to, buildings, bridges, trees, shrubs, herbaceous vegetation, and cliffs. Trees along the east side of SR 99 could be removed during construction. Based on the limited number of trees projected to be removed, suitable nesting habitat adjacent to the proposed project area, and lack of current and historic nesting evidence, tree removal is not expected to impact avian nests or impact potential suitable nesting habitat within or adjacent to the project area. The project would implement BMP measures to avoid and minimize effects on active nests of migratory birds to comply with the MBTA and CFGC.

THREATENED AND ENDANGERED SPECIES

The CNDDDB identified two recent GGS observations within the BSA. GGS are endemic to wetlands in the Sacramento and San Joaquin Valleys. GGS are generally associated with aquatic habitats such as marshes, ponds, sloughs,

small lakes, low gradient streams, and other waterways such as agricultural wetlands, including irrigation and drainage canals, rice fields, and the adjacent uplands. Typically, GGS overwinter in burrows and crevices near their active season foraging habitat. While record searches determined that potential GGS habitat may occur within the irrigation canals that bisect the project area, no GGS or suitable habitat were observed or otherwise detected in the project area at the time of the biological resource survey. It is anticipated there would be no impacts to GGS with the implementations of BMP measures and the following construction standard specifications:

Perform worker awareness training to educate personnel, explaining protective measures, species identification, life history, habitat requirements during all life stages, and species' protective status. It would also include instructions that if any worker encounters a GGS within or near the worksite, work shall halt, and a biological representative would be informed.

INVASIVE SPECIES

No established infestations of noxious or highly invasive weeds are expected within the proposed project area.

2.4.3 Discussion of CEQA Environmental Checklist Question 2.4a)— Biological Resources

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries/NMFS?

Based on the desktop review, literature review, and the focused biological surveys, no special status plants, wildlife, their respective suitable habitat, or sensitive vegetation communities occur within the project study limit. Therefore, there would be no impacts to special status species.

2.4.4 Discussion of CEQA Environmental Checklist Question 2.4b)— Biological Resources

- b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

The literature review noted that Great Valley Cottonwood Riparian Forest habitat could be present within the project limits. Riparian habitat was not observed within the project area during the biological survey. Due to the lack of riparian habitat within the project study limits, there would be no impact.

2.4.5 Discussion of CEQA Environmental Checklist Question 2.4c)— Biological Resources

- c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

WETLANDS AND OTHER WATERS

The literature review noted that Northern Hardpan Vernal Pool habitat could be present within the project limits. Based on biological surveys, no vernal pools or wetlands were found within the project study limits. Therefore, there would be no impact to state or federally protected wetlands.

Jurisdictional waters of the U.S. and state occur within the project limits. The proposed project may permanently impact 350 ft² (0.007 acre) and 100 linear feet of jurisdictional waters of the U.S. Additionally, the project may temporary impact 1750 ft² (0.040 acre) and 100 linear feet of jurisdictional waters of the U.S. BMPs for sensitive biological resources relating to jurisdictional waters would be implemented, and the following permits would be obtained: CDFW 1602 Lake or Streambed Alteration Agreement, USACE Clean Water Act, Section 404 Permit; and California RWQCB—Clean Water

Act, Section 401 Water Quality Certification. Given that the project would follow BMPs and regulations regarding waters of the U.S. and state, the impact would be less than significant.

2.4.6 Discussion of CEQA Environmental Checklist Question 2.4d)— Biological Resources

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Therefore, there would be no impact.

2.4.7 Discussion of CEQA Environmental Checklist Question 2.4e)— Biological Resources

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Based on the scope, description, location, and the prepared biological study, the proposed project would not conflict with any local policies or ordinances protecting biological resources, as none were identified within the project limits. Therefore, there is no impact.

2.4.8 Discussion of CEQA Environmental Checklist Question 2.4f)— Biological Resources

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Based on the scope, description, and location, and the prepared biological study, the proposed project and scope of work would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, there is no impact.

2.4.9 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, CEQA mitigation measures have not been proposed for the project.

Mitigation associated with permits from CDFW (1602), RWQCB (401) and USACE (404) will be negotiated during the permitting process.

2.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				✓
Would the project: b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				✓
Would the project: c) Disturb any human remains, including those interred outside of dedicated cemeteries?				✓

2.5.1 Regulatory Setting

The term “cultural resources,” as used in this document, refers to the built environment (e.g., structures, bridges, railroads, water conveyance systems), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under California state laws, cultural resources that meet certain criteria of significance are referred to by various terms including “archaeological resources,” “historic resources,” “historic districts,” “historical landmarks,” and “tribal cultural resources” as defined in PRC § 5020.1 (j) and PRC § 21074(a). The primary state laws and regulations governing cultural resources include:

- California Historical Resources, PRC 5020 et seq.
- California Register of Historical Resources, PRC 5024 et seq. (codified 14 CCR § 4850 et seq.)

- PRC 5024, Memorandum of Understanding (MOU): The MOU between Caltrans and the SHPO streamlines the PRC 5024 process.
- California Environmental Quality Act, PRC § 21000 et seq. (codified 14 CCR § 15000 et seq.)
- Native American Historic Resource Protection Act, PRC § 5097 et seq.
- Assembly Bill (AB) 52 amends the California Environmental Quality Act and the Native American Historic Resource Protection Act.
 - An effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment.
 - Additional consultation guidelines and timeframes
- California Native American Graves Protection and Repatriation Act, CA Health and Safety Code 8010–8011

2.5.2 Environmental Setting

“No Impact” determinations in this section are based on the scope, description, location of the proposed project, and the Cultural Screening Technical Memorandum dated September 14, 2021. Potential impacts to Cultural Resources are not anticipated. There are no archaeological properties listed within the National Register of Historic Places, California Historical Landmarks, California Inventory of Historic Resources, California Points of Historical Interest, or California Register of Historical Resources present within the proposed project limits. No structures or built-environment features would be affected by the project. Given this, the proposed project does not possess the potential to affect the historic built environment in a direct or indirect way. It is not anticipated that the project would disturb any human remains. Therefore, no impacts would occur to cultural resources.

2.5.3 Discussion of CEQA Environmental Checklist Question 2.5— Cultural Resources

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

The “No Impact” determination regarding historical resources is based on the project scope, field reviews, and the information provided in the Cultural Resources Compliance Memo prepared September 14, 2021.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

The proposed project would not cause substantial adverse change in the significance of archaeological resources. Therefore, no impact would occur to archaeological resources.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

No archeological properties listed within the National Register of Historic Places, California Historical Landmarks, California Inventory of Historic Resources, California Points of Historical Interest, or California Register of Historical Resources are present within the proposed project limits. Therefore, no impact would occur to resources.

2.5.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.6 Energy

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>Would the project: a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?</p>				✓
<p>Would the project: b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>				✓

2.6.1 Regulatory Setting

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires the identification of all potentially significant impacts to the environment, including energy impacts.

CEQA Guidelines Section 15126.2(b) and CEQA Guidelines Appendix F—Energy Conservation require an analysis of a project's energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

2.6.2 Environmental Setting

“No Impact” determinations in this section are based on the scope, description, location of the proposed project, and the Energy Analysis dated September 1, 2021. Potential impacts to Energy are not anticipated, as the proposed project would not result in changes to traffic volume, fleet mix (cars versus trucks), speed, location of existing facility, or any other factor that would cause an increase in energy consumption relative to the No-Build alternative. With the inclusion of project features, an increase in long-term

energy consumption is not anticipated. Energy impacts from construction would be short-term and would not result in wasteful, inefficient, or unnecessary consumption of energy.

2.6.3 Discussion of CEQA Environmental Checklist Question 2.6— Energy

a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

The determination is based on the project scope and purpose, which is to repair pavement with a 20-year design life to address pavement distress and deterioration, rehabilitate culverts, remove and replace non-standard curb ramps, and install TMS elements. The project does not increase capacity.

The proposed project does not include maintenance activities that would cause long-term indirect energy consumption by requiring equipment use to operate and maintain in the roadway. The proposed project will not increase energy consumption through increased fuel usage because construction-related energy consumption would be temporary and not a permanent new source of energy demand, and demand for fuel would have no noticeable effect on peak or baseline demands for energy. Therefore, the project would not result in inefficiency, waste, and unnecessary consumption of energy.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The project would not conflict with state or local plans for renewable energy or energy efficiency.

2.6.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.7 Geology and Soils

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>Would the project:</p> <p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p>				✓
<p>ii) Strong seismic ground shaking?</p>				✓
<p>iii) Seismic-related ground failure, including liquefaction?</p>				✓
<p>iv) Landslides?</p>				✓
<p>Would the project:</p> <p>b) Result in substantial soil erosion or the loss of topsoil?</p>			✓	
<p>Would the project:</p> <p>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>				✓

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓
Would the project: e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
Would the project: f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓

2.7.1 Regulatory Setting—Geology and Soils

The primary laws governing geology and soils include:

- Historic Sites Act of 1935, 16 U.S.C. 461 et seq.
- CEQA, California Public Resources Code (PRC) 21000

2.7.2 Environmental Setting—Geology and Soils

The terrain surrounding the proposed project is relatively flat. Soil associations in the areas adjacent to the project area are alluvial and include the following soil series (USDA 2001): Boga-Loemstone complex, 0 to 1% slopes; Liveoak sandy loam, 0 to 2% slopes; Gridley taxadjunct clay loam, 0 to 2% slopes; and Liveoak sandy clay loam, 0 to 2% slopes. No active faults cross the project site, and the project is not in an area at high risk of landslides.

2.7.3 Discussion of CEQA Environmental Checklist Questions 2.7 (a–e)—Geology and Soils

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

The proposed project is not in a fault zone, and active faults do not cross the project limits as delineated by the California Geological Survey Maps. Therefore, the project would not rupture a known earthquake fault, and there would be no impact.

- ii) Strong seismic ground shaking?**

Based on the scope of work and description, the project would not cause potential substantial adverse effects, including the risk of loss, injury, or death due to strong seismic ground shaking. Therefore, there is no impact.

- iii) Seismic-related ground failure, including liquefaction?**

Liquefaction is a process in which soil loses its strength or rigidity during prolonged ground shaking, as with earthquakes. According to the Butte County Local Hazard Mitigation Plan Update from 2019, the City of Gridley resides in a Generally Moderate liquefaction potential area. Butte County designates future earthquake and liquefaction occurrence within the county as “unlikely” to occur. Given this, and that the proposed project would not involve major ground-shaking actions, the project would not cause potential substantial adverse effects, including the risk of loss, injury, or death due to seismic-related ground failure, including liquefaction.

- (iv) Landslides?**

According to the U.S. Geological Survey Landslide Inventory Map, the project area is not susceptible to landslides. Therefore, there is no impact.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Considerable earth-moving activities would be necessary to construct the proposed project. Earth-moving activities have the potential to cause soil erosion and loss of topsoil. Construction site BMPs would be implemented as necessary to reduce the erosion and topsoil loss. The project would have a less than significant impact from soil erosion and losing topsoil.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

The project is not on a geologic unit or soil that is unstable or would become unstable because of the project, according to the California Geological Survey. Therefore, no impact would occur.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

According to the Butte County General Plan, expansive soils tend to occur in level areas in the Sacramento Valley and surrounding cities, including Gridley. Any pertinent Caltrans seismic standards would be followed when constructing the proposed project. Given this, there are no substantial risks to life or property anticipated regarding expansive soils. Therefore, there would be no impact.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed project would not construct septic tanks or alternative wastewater disposal systems. Therefore, there would be no impact.

2.7.4 Mitigation Measures—Geology and Soils

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.7.5 Regulatory Setting—Paleontological Resources

Several sections of the California Public Resources Code protect paleontological resources, including Sections 5097.5 and 30244.

2.7.6 Environmental Setting—Paleontological Resources

The California Geology Survey notes that the geology in the project area consists of alluvium, lake, playa, and terrace deposits and thus is associated with Pleistocene-Holocene geologic epochs. The general rock type for the area is marine and nonmarine sedimentary rocks. The project is not in an area that would contain unique geologic features.

2.7.7 Discussion of CEQA Environmental Checklist Question 2.9 (f)—Paleontological Resources

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

There are no paleontological resource or geologic features near the project area. Therefore, there would be no impact.

2.7.8 Mitigation Measures—Paleontological Resources

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.8 Greenhouse Gas Emissions

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
Would the project: b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

2.8.1 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of Earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂.

Two terms are typically used when discussing how we address the impacts of climate change: “greenhouse gas mitigation” and “adaptation.”

Greenhouse gas mitigation covers the activities and policies aimed at reducing GHG emissions to limit or “mitigate” the impacts of climate change. Adaptation is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels). This analysis will include a discussion of both.

2.8.2 Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce greenhouse gas emissions from transportation sources.

FEDERAL

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions before deciding on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2019). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability” (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global

efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the *Energy Policy and Conservation Act of 1975 (42 USC Section 6201)* and *Corporate Average Fuel Economy (CAFE) Standards*. This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the CAFE program based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

Energy Policy Act of 2005, 109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The U.S. EPA, with the National Highway Traffic Safety Administration (NHTSA), is responsible for setting GHG emission standards for new cars and light-duty vehicles to increase the fuel economy of all new passenger cars and light trucks sold in the United States. Fuel efficiency standards directly influence GHG emissions.

STATE

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to:

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by

2020, and (3) 80% below year 1990 levels by 2050. This goal was further reinforced with passing Assembly Bill (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

AB 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the CARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551 (b)). The law requires the CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10% by the year 2020. The CARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption to achieve the governor's 2030 and 2050 GHG reduction goals.

SB 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the CARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land use, and housing policies to plan how it will achieve the emissions target for its region.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the state's long-range transportation plan to identify strategies to address California's climate change goals under AB 32.

EO B-16-12 (March 2012): Orders state entities under the direction of the Governor, including the CARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

EO B-30-15 (April 2015): Establishes an interim statewide GHG emission reduction target of 40% below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80% below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, under statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs the CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO₂e).¹ Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California: Reducing Climate Risk (Safeguarding California Plan)*, every 3 years, and to ensure that its provisions are fully implemented.

SB 32, Chapter 249, 2016: Codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40% below 1990 levels by 2030.

SB 1386, Chapter 545, 2016: Declared "it to be the policy of the state that the protection and management of natural and working lands ... is an important strategy in meeting the state's greenhouse gas

¹ GHGs differ in how much heat each trap in the atmosphere (global warming potential or GWP). CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂, using a metric called "carbon dioxide equivalent" (CO₂e). The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.

reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands."

AB 134, Chapter 254, 2017: Allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

SB 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts under CEQA from a focus on automobile delay to alternative methods focused on vehicle miles traveled, to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

SB 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires the CARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018): Sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

EO N-19-19 (September 2019): Advances California's climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce GHG emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This EO also directs the CARB to encourage automakers to produce more clean vehicles, formulate ways to help Californians

purchase them, and propose strategies to increase demand for zero-emission vehicles.

EO N-79-20 (September 2020): Establishes goals for 100% of in-state sales of new passenger cars and trucks to be zero-emission vehicles by 2035, that the state transition to 100% zero-emission off-road vehicles and equipment by 2035 where feasible, and that 100% of medium- and heavy-duty vehicles in the state be zero emissions by 2045 where feasible.

2.8.3 Environmental Setting

The proposed project is in an urban area of Butte County with a well-developed road and street network. The City of Gridley is an incorporated community in Butte County designated as a small, compact urban development. The project area is mainly commercial and industrial, with some residential units. Traffic congestion during peak hours is not uncommon in the project area. A Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) by BCAG guides transportation development in the project area. The Butte County General Plan Sustainability element addresses GHGs in the project area.

NATIONAL GHG INVENTORY

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations under the Framework Convention on Climate Change (Figure 4). The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO₂, CH₄, N₂O, HFCs, perfluorocarbons, SF₆, and nitrogen trifluoride. It also accounts for emissions of CO₂ removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store CO₂ (carbon sequestration). The 1990–2019 inventory found that overall GHG emissions were 6,558 million metric tons (MMT) in 2019, down 1.7% from 2018 but up 1.8% from 1990 levels. Of these, 80% were CO₂, 10% were CH₄, and 7% were N₂O; the balance consisted of fluorinated gases. CO₂ emissions in 2019 were 2.2% less than in 2018, but 2.8% more than in 1990. As shown in Figure 4, the

transportation sector accounted for 29% of U.S. GHG emissions in 2019 (U.S. EPA 2021a, 2021b).

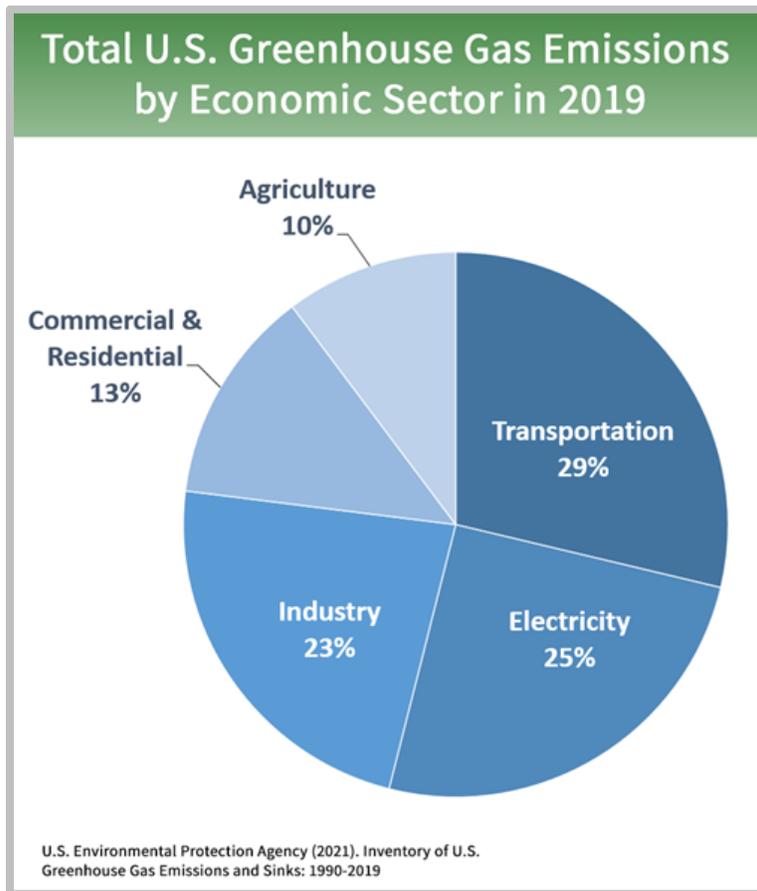


Figure 4. U.S. 2019 Greenhouse Gas Emissions (Source: U.S. EPA 2021c)

STATE GHG INVENTORY

The CARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2021 edition of the GHG emissions inventory reported emissions trends from 2000 to 2019. It found total California emissions were 418.2 MMTCO₂e in 2019, a reduction of 7.2 MMTCO₂e since 2018 and almost 13 MMTCO₂e below the statewide 2020 limit of 431 MMTCO₂e. The transportation sector (including intrastate aviation and off-road sources) was responsible for about 40% of direct GHG emissions, a 3.5 MMTCO₂e decrease from 2018 (Figure 4). Overall statewide GHG emissions declined from 2000 to

2019 despite growth in population and state economic output (Figure 6) (CARB 2021a).

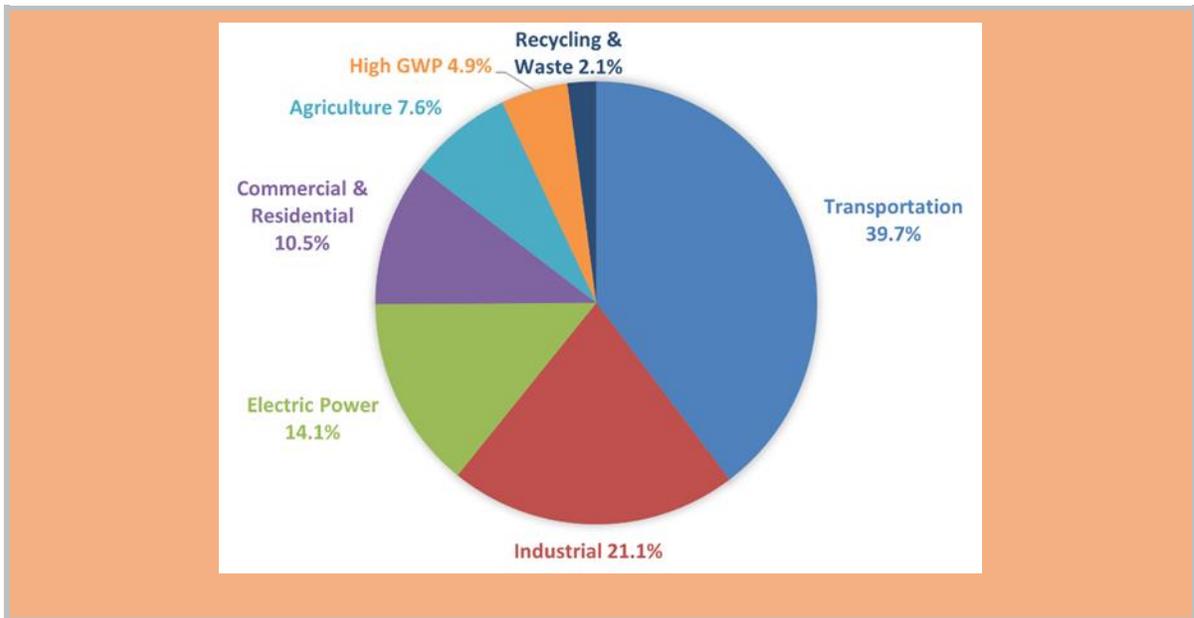


Figure 5. California 2019 Greenhouse Gas Emissions by Economic Sector (Source: CARB 2021a)

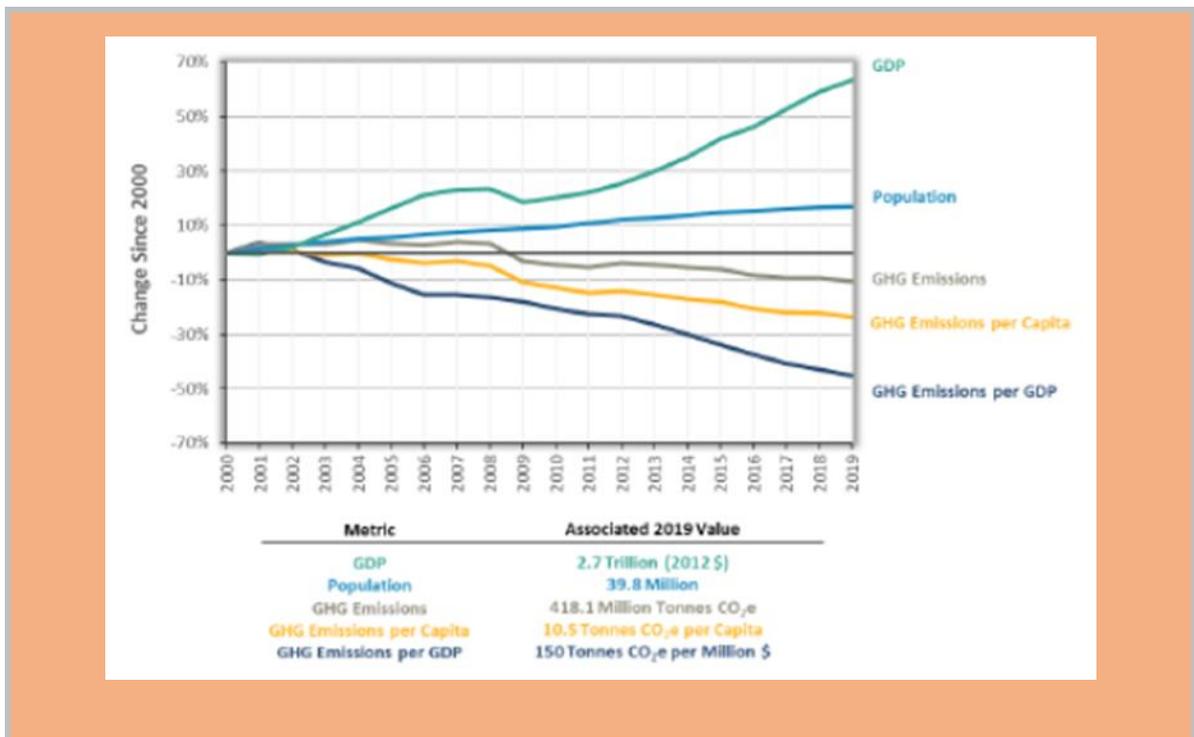


Figure 6. Change in California GDP, Population, and GHG Emissions Since 2000 (Source: CARB 2021a)

AB 32 required CARB to develop a scoping plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The CARB adopted the first scoping plan in 2008. The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

REGIONAL PLANS

CARB sets regional targets for California's 18 MPOs to use in their RTP/SCS to plan future projects that will cumulatively achieve GHG reduction goals. Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for BCAG. The regional reduction target for BCAG is 7% by 2035 (CARB 2021b).

The Butte County 2020 RTP and other plans identify policies on reducing GHG emissions to help meet their reduction targets.

Table 2. Regional Plans Air Quality Goals

Title	GHG Reduction Policies or Strategies
BCAG 2020 Regional Transportation Plan and Sustainable Community Strategy; 2020–2040 (adopted December 2020)	<ul style="list-style-type: none"> • Develop and construct bicycle and pedestrian facilities including access to transit. • Provide technical assistance and make available BCAG Travel Demand Model as a tool to assess road network to identify potential solutions to improve traffic movement.
BCAG Transit and Non-Motorized Plan (May 2015)	<ul style="list-style-type: none"> • Focus on improving the transportation network for people who walk, bike, or take transit in Butte County.
Butte County Climate Action Plan (Adopted February 2014)	<ul style="list-style-type: none"> • Expand the use of alternative and clean-fuel vehicles. • Conduct annual surveys to track employee commute patterns and provide an award to departments with the highest percent participation in commuter or public transit programs.

Title	GHG Reduction Policies or Strategies
City of Gridley 2030 General Plan	<ul style="list-style-type: none"> • Enhance bicycle and pedestrian network and accessibility to transit to decrease the use of vehicles. • Encourage the planting of California native trees and plants that are appropriate for the Gridley climate to reduce water use, which in turn can reduce energy and GHG emissions related to pumping water. • Expand local generation and use of renewable energy sources for electricity in Gridley.

2.8.4 Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the State Highway System (SHS) and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of the combustion of petroleum-based products, such as gasoline, in internal combustion engines. Relatively small amounts of CH₄ and N₂O are emitted during fuel combustion. In addition, a small amount of HFC emissions is included in the transportation sector.

The CEQA Guidelines generally address GHG emissions as a cumulative impact due to the global nature of climate change (Public Resources Code § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project’s contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines §§ 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

OPERATIONAL EMISSIONS

The purpose of the proposed project is to maintain the highway corridor, provide safe and serviceable facilities for the traveling public, and enhance connectivity along SR 99. The project would not increase the vehicle capacity of the roadway. This type of project generally causes minimal to no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR 99, no increase in Vehicle Miles Traveled (VMT) would occur due to construction of the project. While some GHG emissions during the construction period would be unavoidable, no increase in operation GHG emissions is expected. It is likely there would be long-term GHG benefits from smoother pavement surfaces, as this project would overlay the existing pavement. Expanding the sidewalk facilities would make the roadway safer for pedestrians and bicyclists, supporting alternative modes of travel.

CONSTRUCTION EMISSIONS

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase. Their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved TMPs, and changes in materials, the GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

Construction is expected to begin in 2024 and last approximately 90 working days. The Caltrans Construction Emission Tool (CAL-CET2020 version 1.0) was used to estimate average CO₂, CH₄, N₂O, and HFCs emissions from construction activities. During construction, the average CO₂ emissions is estimated to be 350 tons. The average CH₄, N₂O, and HFCs emissions during construction are estimated to be less than one ton.

All construction contracts include (1) Caltrans Standard Specifications Sections 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all CARB emission reduction regulations and (2) Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

2.8.5 CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases. With implementation of construction GHG-reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

2.8.6 Greenhouse Gas Reduction Strategies

STATEWIDE EFFORTS

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 GHG emissions targets. Former Governor Edmund G. Brown promoted GHG reduction goals (Figure 7) that involved (1) reducing today's petroleum use in cars and trucks by up to 50%; (2) increasing from one-third to 50% our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, Safeguarding California Plan.

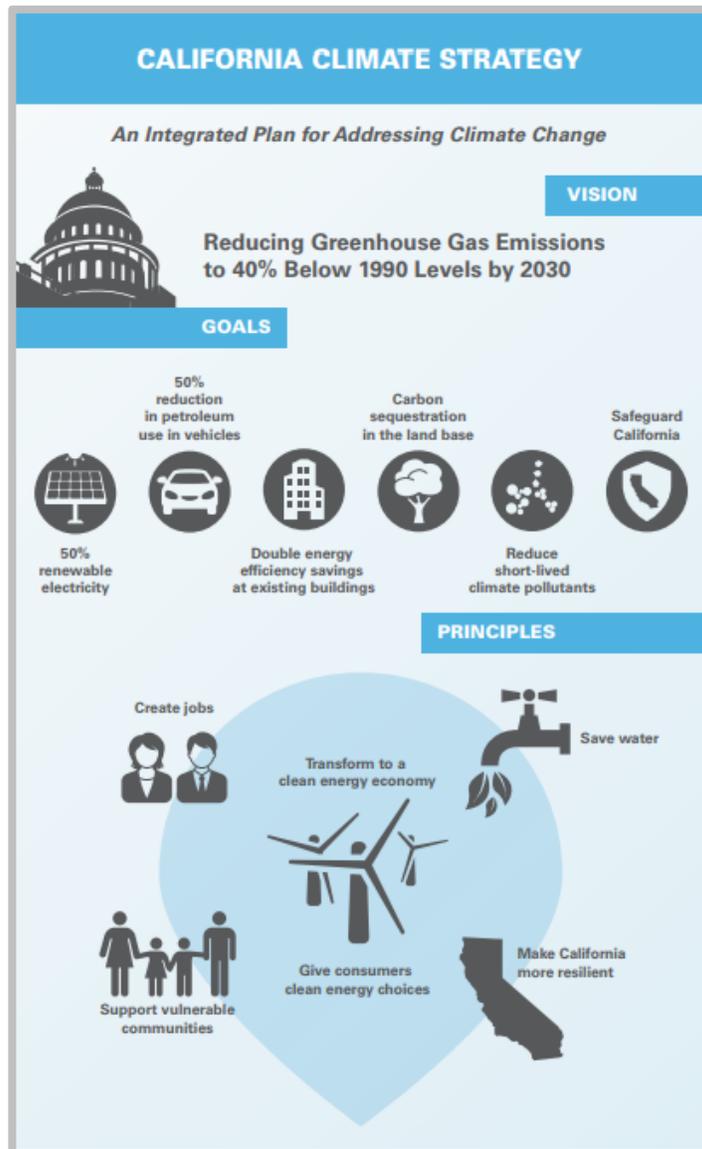


Figure 7. California Climate Strategy

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of VMT. A key state goal for reducing GHG emissions is to reduce today's petroleum use in cars and trucks by up to 40% by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision-making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued EO N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and, in particular, low-income, disadvantaged, and vulnerable communities. Each agency is to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the state's carbon neutrality goal and build climate resilience.

CALTRANS ACTIVITIES

Caltrans continues to be involved on the Governor's Climate Action Team as the CARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40% below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021f).

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, the CTP identifies additional strategies.

Caltrans Strategic Plan

The Caltrans 2020–2024 Strategic Plan includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable

communities in developing and implementing Caltrans climate action activities (Caltrans 2021g).

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's RTP/SCS; contribute to the state's GHG reduction targets and advance transportation-related GHG emission reduction project types/strategies; and support other climate adaptation goals (e.g., Safeguarding California Plan).

Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a department policy to ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Activities to Address Climate Change* (April 2013) provides a comprehensive overview of Caltrans' statewide activities to reduce GHG emissions resulting from agency operations.

Project-Level Greenhouse Gas Reduction Strategies

In addition to standard measures GHG-1 through GHG-6 listed in Chapter 1, the following measures will be implemented in the project to reduce greenhouse gas emissions and potential climate change impacts from the project:

- Reduce construction waste and maximize the use of recycled materials, to the extent practicable and cost-effective.
- Use newer, more energy-efficient equipment, where feasible, and perform maintenance of older construction equipment to keep in good working order.
- Addition of sidewalks and curb ramps to support alternative modes of travel.

2.8.7 Adaptation Strategies

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges, combined with a rising sea level, can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require a facility be relocated or redesigned. Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

FEDERAL EFFORTS

Under NEPA assignment, Caltrans must comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program (USGCRP) delivers a report to Congress and the President every four years, under the Global Change Research Act of 1990 (15 U.S.C. Ch. 56A § 2921 et seq.). The Fourth National Climate Assessment, published in 2018, presents the foundational science and the “human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways.” Chapter 12, “Transportation,” presents a key discussion of vulnerability assessments. It notes that “asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime” (USGCRP 2018).

The U.S. Department of Transportation (U.S. DOT) Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions” (U.S. DOT 2011).

FHWA Order 5520 (Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events, December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

STATE EFFORTS

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. California's Fourth Climate Change Assessment (2018) is the state's effort to “translate the state of climate science into useful information for action” in a variety of sectors at both statewide and local scales. It adopts these key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustments in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the “combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities.”
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas subject to harm.

- *Resilience* is the “capacity of any entity—an individual, a community, an organization, or a natural system—to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience”. Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the “susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt.” Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factors. These factors include, but are not limited to, ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

EO S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the California Climate Adaptation Strategy (2009), updated in 2014 as Safeguarding California: Reducing Climate Risk (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

EO S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim State of California Sea-Level Rise Interim Guidance Document (SLR Guidance) in 2010, with instructions to state agencies on how to incorporate “sea-level rise (SLR) projections into planning and decision-making for projects in California” in a consistent way across agencies. The guidance was

revised and augmented in 2013. “Rising Seas in California—An Update on Sea-Level Rise Science” was published in 2017, and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the “State of California Sea-Level Rise Guidance” update in 2018.

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change other than sea-level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published “Planning and Investing for a Resilient California: A Guidebook for State Agencies” in 2017 to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, “Paying it Forward: The Path Toward Climate-Safe Infrastructure in California.” The report guides agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

CALTRANS ADAPTATION EFFORTS

Caltrans Vulnerability Assessments

Caltrans conducted climate change vulnerability assessments to identify segments of the SHS vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure*—Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.

- *Consequence*—Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization*—Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the SHS, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

PROJECT ADAPTATION EFFORTS

Sea-Level Rise

The proposed project is outside the Coastal Zone and is not in an area subject to sea-level rise. Direct impacts to transportation facilities due to projected sea-level rise are not expected.

Floodplains and Precipitation

The Caltrans Climate Change Vulnerability Assessment for District 3 assessed and mapped potential changes to the 100-year flood event, a design standard used in highway design (Caltrans 2019). In the project area, mapping shows that the 100-year storm rainfall event is likely to increase by less than 5% through 2055, and by 10% or less by 2085.

The surrounding terrain is generally flat, and drainage conveyance from Caltrans' highway is perpetuated through roadside ditches and cross culvert systems. Conveyances in the area generally receive comingled flow from Caltrans' roadway and neighboring properties. Morrison Slough crosses the roadway perpendicularly, and the Feather River runs to the east and generally parallel to the roadway. The project area is within the 0.2% (1-in-500) annual chance flood hazard zone.

The proposed project would widen the existing sidewalk facilities and add a new sidewalk strip where it is currently absent to enhance connectivity through the project limits. Drainage systems would be rehabilitated, and culverts would be extended beneath the new facilities. The expansion of the sidewalk facility would add impervious surfaces along the length of the project. The quantity of new impervious area for the project exceeds 1 acre and, as such, permanent treatment BMP consideration would be required. The permanent treatment BMPs would likely include “General Purpose BMPs” selected from Matrix-A of Caltrans’ Project Planning Design Guide (PPDG). These measures would enhance project resilience through its design life. Specific project-related temporary BMPs would be selected and identified in the SWPPP with the intent of protecting water bodies, within or near the project limits, from potential storm water runoff resulting from construction activities. In view of this, anticipated temporary sediment and erosion control measures for the project would most likely include, and not be limited to, the following:

- Fiber rolls and/or silt fences
- Gravel bag berm
- Rolled erosion-control product (e.g., netting)
- Designated construction entrance/exit
- Re-establishment of vegetation or other stabilization measures (hydroseeding, mulch) on disturbed soil areas and newly constructed slopes
- Wind erosion control

Wildfire

The proposed project is in an urban Local Responsibility Area that is not designated by California Department of Forestry and Fire Protection (CALFIRE) as a very high fire hazard severity zone. The design features of the project focus on improving pavement, safety, and multimodal connectivity on SR 99. Mapping in the Caltrans Climate Change Vulnerability Assessment for District 3 shows this segment of roadway is not considered to be potentially exposed to

wildfire and is not rated at any level of wildfire concern under changing climate conditions.

2.9 Hazards and Hazardous Materials

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>Would the project:</p> <p>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>			✓	
<p>Would the project:</p> <p>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>			✓	
<p>Would the project:</p> <p>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>			✓	
<p>Would the project:</p> <p>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>				✓
<p>Would the project:</p> <p>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</p>				✓

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>Would the project: f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>				✓
<p>Would the project: g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</p>				✓

2.9.1 Regulatory Setting

The primary laws governing hazardous materials include:

- California Health and Safety Code, Chapter 6.5
- Porter-Cologne Water Quality Control Act, § 13000 et seq.
- CFR Titles 22, 23, and 27

2.9.2 Environmental Setting

An Initial Site Assessment (ISA) was completed for this proposed project on September 14, 2021. The review for the potentially hazardous waste impacts within the project limits included a review of the project plans, and review of the GeoTracker data management system that contains records for hazardous waste sites. Because construction of the proposed project cannot avoid disturbing soils, a Site Investigation (SI) would be required. This SI would determine if hazardous soils exist and what actions, if any, are needed during construction. A Hazardous Materials Disclosure Document (HMDD) would be required for attachment to the Certificate of Sufficiency (COS) before any ROW could be acquired. The HMDD would be provided once ROW mapping is finalized in later design stages of the project.

2.9.3 Discussion of CEQA Environmental Checklist Question 2.9— Hazards and Hazardous Materials

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Lead-contaminated soil may exist within and near the State ROW due to the historical use of leaded gasoline, leaded airline fuels, waste incineration, etc. The areas of primary concern in relation to highway facilities are soils along routes with historically high vehicle emissions due to large traffic volumes, congestion, or stop and go situations. Since a large quantity of soil disturbance is anticipated, an Aerially Deposited Lead (ADL) site investigation would be required. This SI would determine if hazardous soils exist and what actions, if any, are needed during construction regarding the handling, transporting, or disposing of these soils.

Hazardous levels of lead and chromium are known to exist in the yellow traffic stripes. Since these traffic stripes would be cold planed along with the roadway, the levels of lead and chromium would become non-hazardous. These grindings (which consist of the roadway material and the yellow traffic stripes) would be removed and disposed of under Caltrans' Standard Special Provision 36-4 (Residue Containing High Lead Concentration Paints) which requires a Lead Compliance Plan (LCP). Non-hazardous levels of lead are known to exist in the white traffic striping. These grindings would be removed and disposed of in accordance with the same specification.

The proposed project would have a less than significant impact on public exposure to hazards. The project features mentioned above would be implemented as appropriate, and impacts would be further reduced. Therefore, this impact would be less than significant.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

As described above (checklist question a), hazardous materials used as part of the proposed project are anticipated to be minimal. Standard specifications for removal and handling of hazardous waste materials such as ADL and yellow traffic striping would be implemented to minimize the chance of release into the environment. Therefore, there would be a less than significant impact.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Gridley High School, which is on East Spruce Street, a street that intersects SR 99, is within one-quarter mile of the project area. Given the temporary and short-term nature of construction, anticipated small quantities of hazardous materials to be used, and implementation of standard specifications to handle hazardous waste materials, impacts on the school from potential hazardous substance emissions would be less than significant.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

This proposed project is not on a site included on a list of hazardous material sites under Government Code Section 65962.5, so there would be no impact from such sites. Therefore, there would be no impact.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The proposed project is not within two miles of a public airport or public use airport. Therefore, there would be no impact.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project would not interfere with an emergency response or evacuation plan. Therefore, there would be no impact.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Standard construction specifications for equipment idling and fuel storage during construction are intended to minimize the risk associated with their use. Therefore, there would be no impact.

2.9.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.10 Hydrology and Water Quality

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>Would the project:</p> <p>a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</p>			✓	
<p>Would the project:</p> <p>b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</p>				✓
<p>Would the project:</p> <p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p> <p>(i) result in substantial erosion or siltation on- or off-site;</p>				✓
<p>(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</p>				✓
<p>(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or</p>			✓	
<p>(iv) impede or redirect flood flows?</p>				✓

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
Would the project: e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✓

2.10.1 Regulatory Setting

The primary laws and regulations governing hydrology and water quality include:

- Federal Clean Water Act (CWA), 33 USC 1344
- Federal Executive Order for the Protection of Wetlands (EO 11990)
- State Sections 1600–1607 of the California Fish and Game Code (CFGC)
- State Porter-Cologne Water Quality Control Act, § 13000 et seq.

2.10.2 Environmental Setting

A Water Quality Assessment was completed on October 6, 2021. The terrain surrounding the proposed project is generally flat, and drainage conveyance from Caltrans' highway is perpetuated through roadside ditches and cross culvert systems. Conveyances in the area generally receive comingled flow due to the contribution of Caltrans' roadway and neighboring properties. Morrison Slough crosses the roadway in a perpendicular manner, and Feather River runs to the east and generally parallel to the roadway. The elevation of this project is about 30 feet. The average annual precipitation is 43.5 inches.

2.10.3 Discussion of CEQA Environmental Checklist Question

2.10—Hydrology and Water Quality

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The discharge of storm water runoff from construction sites has the potential to affect water quality standards, water quality objectives, and beneficial uses. Pollutants and sources typically encountered during construction include sediment and non-storm water which includes groundwater, water from cofferdams, dewatering, and water diversions; discharges from vehicle and equipment cleaning agents, fueling, and maintenance; and waste materials and materials handling and storage activities. However, the project would likely be regulated under the State Water Resources Control Board (SWRCB) Construction General Permit (CGP), Order No. 2009-0009-DWQ, and appropriate compliance measures would be implemented to avoid discharges and potential water quality threats within the project area. Given this, impacts would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. No municipal or domestic water supply reservoirs are near the project area. Therefore, no impact would occur.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site?

The primary pollutant of concern during construction is sediment and siltation from disturbed construction areas. Appropriate construction site BMPs would be deployed, implemented, and maintained during construction activities to avoid and reduce any potential water quality and environmental impacts such as erosion or siltation.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The proposed project would not substantially increase the rate or amount of surface runoff in a manner which would cause flooding on- or off-site. Therefore, there would be no impact.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The proposed project would increase impervious surface area, which would increase the runoff water. The quantity of new impervious area for the proposed project exceeds 1 acre and, as such, permanent treatment BMP consideration would be required. The permanent treatment BMPs would likely include "General Purpose BMPs" selected from Matrix-A of Caltrans' PPDG. Specific project-related temporary BMPs would be selected and identified in the SWPPP with the intent of protecting water bodies, within or near the project limits, from potential storm water runoff resulting from construction activities. In view of this, anticipated temporary sediment and erosion control measures for the project would most likely include, and not be limited to, the following:

- Fiber rolls and/or silt fences
- Gravel bag berm
- Rolled erosion-control product (e.g., netting)
- Designated construction entrance/exit
- Re-establishment of vegetation or other stabilization measures (hydroseeding, mulch) on disturbed soil areas and newly constructed slopes
- Wind erosion control

By implementing these BMPs, it is not anticipated that the runoff water created would exceed the capacities of the planned stormwater system. Therefore, impacts would be less than significant.

(iv) impede or redirect flood flows?

The proposed project would not substantially alter the existing drainage pattern of the area. Any potential temporary impacts due to construction would be minimized with regulatory and Caltrans requirements. Therefore, no impact would occur.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The proposed project is not in an area at risk of seiches or tsunamis. The project would not store pollutants and would not be constructed with hazardous materials that would threaten the public if disturbed by a flood event. Therefore, there would be no impact.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The proposed project does not conflict with or obstruct implementation of any water pollution control plan or sustainable groundwater management plan. Therefore, there would be no impact.

2.10.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.11 Land Use and Planning

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Physically divide an established community?				✓
Would the project: b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✓

2.11.1 Regulatory Setting

The primary law governing land use and planning is CEQA.

2.11.2 Environmental Setting

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to land use are not anticipated.

2.11.3 Discussion of CEQA Environmental Checklist Question 2.11—Land Use and Planning

a) Would the project physically divide an established community?

The project purpose is to restore the facility to a state of good repair and improve operation. The project area is in the City of Gridley and is surrounded by businesses, residences, and heavy industrial. The project would improve multimodal travel access to the public space, businesses, schools, and

residences. These multimodal features are expected to enhance community cohesion and active transportation within and near the project area. Due to the scope of the project and location, the project would not divide an established community. Therefore, there would be no impact.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project is zoned Downtown Mixed Use, General Commercial, Heavy Industrial, and Mixed-Use Combing Zone Overlay. Potential impacts to land use planning are not anticipated, as the proposed project would not conflict with local plans and polices as outlined in Table 3 below.

In addition, the project does not include the construction of added lanes. There would be no change to existing land uses or motor vehicle circulation patterns. The project would not result in displacement of people or business activities. The project would have no impact on land use and planning as local plans are completed, and local plans are complied with. Therefore, there is no impact to community plans.

Table 3. Local Plans and Policies

Title	Goals and Objectives
Bicycle Plan City of Gridley	<ul style="list-style-type: none"> • Implementation Measures 4.2: Require the establishment of Class II Bike Lanes whenever roads are repaved along existing bike routes, as available funding permits. • Implementation Measures 4.1: Improve safety conditions on select street in the City with Class II bicycle facilities.
City of Gridley 2030 General Plan	<ul style="list-style-type: none"> • Circulation Goal 4: To improve connectivity in existing developed parts of Gridley. • Circulation Policy 4.1: The City will seek ways to better connect existing neighborhoods with Downtown. • Circulation Policy 4.2: The City will increase connectivity in the Highway 99 corridor by requiring new east-west and north-south connections in new developments, to the maximum extent feasible. • Circulation Policy 4.3: To reduce congestion and increase safety, new development adjacent to Highway 99 should have multiple access to local streets rather than direct access to the Highway. • Design Goal 10: To improve the visual environment along the existing developed portion of Highway 99. • Design Policy 10.4: The Highway 99 corridor should be improved by adding street trees and other landscaping and a separated sidewalk.

2.11.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.12 Mineral Resources

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
Would the project: b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

2.12.1 Regulatory Setting

The primary laws governing mineral resources are CEQA and the Surface Mining and Reclamation Act (PRC, Sections 2710-2796).

2.12.2 Environmental Setting

“No Impact” determinations in this section are based on the scope, description, location of the proposed project, and the Mineral Resource Maps from the California Department of Conservation. Potential impacts to mineral resources are not anticipated due to there being no known mineral resources within the project limits.

2.12.3 Discussion of CEQA Environmental Checklist Question 2.12—Mineral Resources

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

There are no known economically viable mineral sources within the project limit affected by the proposed project. Mineral resource extraction is not

proposed with this project. Therefore, there would be no impact related to mineral resources.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The determinations in this section are based on the scope, description, location of the proposed project, and the Mineral Resource Maps from the California Department of Conservation. Potential impacts to mineral resources are not anticipated, and no mineral resources were identified within the project limits or would be affected by the proposed project. Therefore, there would be no impact related to mineral resources.

2.12.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.13 Noise

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>Would the project result in:</p> <p>a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>				✓
<p>Would the project result in:</p> <p>b) Generation of excessive groundborne vibration or groundborne noise levels?</p>				✓
<p>Would the project result in:</p> <p>c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</p>				✓

2.13.1 Regulatory Setting

The primary laws governing noise are CEQA and NEPA.

2.13.2 Environmental Setting

“No Impact” determinations in this section are based on the scope, description, location of the proposed project, and the Air Quality, Traffic Noise, and Greenhouse Gas Analysis dated August 25, 2021. Potential impacts to Noise are not anticipated, as this project is considered a Type III project as described in Title 23, Part 772 of the Code of Federal Regulations

(23CFR772). Traffic noise impacts are not anticipated, and a detailed noise report is not required.

2.13.3 Discussion of CEQA Environmental Checklist Question

2.13—Noise

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The proposed project is not expected to result in substantial increases in noise as defined in the Protocol under CEQA. Therefore, no significant noise impacts are anticipated.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

During construction, noise may be generated from the contractors' equipment and vehicles. Construction noise would be short-term and is not anticipated to have adverse noise impacts from construction, because construction would conform with Caltrans Standard Specifications Section 14.8-02 "Noise Control," which states:

1. Control and monitor noise from work activities.
2. Do not exceed 86 A-weighted decibels (dBA) maximum sound level (LMax) at 50 feet from the job site activities from 9 p.m. to 6 a.m.

Given that construction noise would be short-term, and the proposed project would follow standard measures regarding noise during construction, no significant impacts are anticipated.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

There are no public airports or public use airports within two miles of the proposed project. Due to the nature of the work, the project would have no impact related to excessive noise level.

2.13.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.14 Population and Housing

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>Would the project: a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</p>				✓
<p>Would the project: b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</p>				✓

2.14.1 Regulatory Setting

The primary law governing population and housing is CEQA.

2.14.2 Environmental Setting

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to population and housing are not anticipated. The project would not increase roadway capacity or access. The project would not add new homes or businesses. There are residences and businesses along the project corridor; however, no replacement housing or businesses would be necessary to construct the proposed project. Conforming of driveways within the project limits on the east side of SR 99 would be required but would not displace any individuals.

2.14.3 Discussion of CEQA Environmental Checklist Question

2.14—Population and Housing

- a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

The proposed project would provide serviceable facilities for the traveling public with enhanced safety features and expanded multimodal opportunities. The project involves no residential development or extension of roadways or infrastructure, which could induce population growth in an area. Therefore, the proposed project would not directly or indirectly induce population growth in the area, and there would be no impact.

- b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

The proposed project would not introduce incompatible land uses. The work would occur along the roadway in small slivers and would not cause the displacement of the local population, nor would it necessitate the construction of replacement housing elsewhere. The proposed project would not conflict with any applicable land use plan, policy, or regulation, and would not cause displacement of existing people or housing. Therefore, no impacts are anticipated.

2.14.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.15 Public Services

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p> <p>Fire protection?</p>				✓
Police protection?				✓
Schools?				✓
Parks?				✓
Other public facilities?				✓

2.15.1 Regulatory Setting

The primary law governing public services is CEQA.

2.15.2 Environmental Setting

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to public services are not anticipated.

2.15.3 Discussion of CEQA Environmental Checklist Question 2.15—Public Services

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, or other public facilities.**

During construction, any emergency service agency whose ability to respond to incidents may be affected by traffic control would be notified before any closure. All emergency vehicles would be accommodated through the work area. After construction is complete, emergency access would be unchanged from existing conditions. The proposed project would not directly or indirectly result in an increase in population, which is typically a factor that increases the demand for public services. Given that the project would not increase population, driving the need for more public services, and that Caltrans would notify and coordinate any road closures with emergency service providers, no impact to public services are anticipated.

2.15.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.16 Recreation

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

2.16.1 Regulatory Setting

The primary law governing recreation is CEQA.

2.16.2 Environmental Setting

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to recreation are not anticipated. The project would not increase the use of existing neighborhood parks, regional parks, or other recreational facilities.

2.16.3 Discussion of CEQA Environmental Checklist Question

2.16—Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

There are no neighborhood parks, regional parks, or other recreational facilities present within the project limits. There would be no impact related to neighborhood or regional parks.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The project does not include recreational facilities or require the construction or expansion of recreational facilities. No neighborhood parks, regional parks, or other recreational facilities are present within the project limits. Therefore, there would be no impact related to recreational facilities.

2.16.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.17 Transportation

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				✓
Would the project: b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?				✓
Would the project: c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
Would the project: d) Result in inadequate emergency access?			✓	

2.17.1 Regulatory Setting

The primary laws and regulations governing transportation and traffic are CEQA, 23 CFR 652, 49 CFR 27, 29 USC 794, and the Americans with Disabilities Act (42 USC § 12101).

2.17.2 Environmental Setting

“Less Than Significant Impact” and “No Impact” determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to transportation are not anticipated. The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, as this project would improve pedestrian and bicyclist

infrastructure by updating and adding a new 8-foot-wide multiuse separated sidewalk through the project limits. In addition, this project would further enhance pedestrian facilities along SR 99 by installing a designated crosswalk with push button between Archer Avenue and Cherry Street.

2.17.3 Discussion of CEQA Environmental Checklist Question

2.17—Transportation and Traffic

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The project does not conflict with plans, ordinances, or policy addressing transportation alternatives. Therefore, there would be no impact.

b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

The proposed project is an improvement project that would not increase vehicular capacity. The section of highway within the project limits would remain a multi-lane and two-lane, two-way highway after construction is complete. Therefore, this project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Given this, there would be no impact.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No incompatible uses or hazardous design features are associated with operation of the proposed project. The project would restore SR 99 so the roadway would be in improved condition, requiring minimal maintenance and improving traffic operations. The existing sidewalk would be replaced with an 8-foot-wide sidewalk and with 3-foot-wide landscaping to provide adequate space for pedestrians. Therefore, there would be no impact.

d) Would the project result in inadequate emergency access?

The project proposes to replace pavement. Temporary construction impacts could have the potential to impact emergency access during construction. However, a traffic control plan would provide continuous emergency access throughout construction. Thus, the temporary impact would be less than significant.

2.17.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.18 Tribal Cultural Resources

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1 (k), or</p>				✓
<p>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>				✓

2.18.1 Regulatory Setting

In addition to the laws identified in Section 2.5 (Cultural Resources), the primary law governing tribal cultural resources is AB 52 (Chapter 532, Statutes of 2014).

2.18.2 Environmental Setting

“No Impact” determinations in this section are based on the scope, description, location of the proposed project, and the Cultural Resources Screening Memo dated September 14, 2021. Potential impacts to Tribal Cultural Resources are not anticipated.

2.18.3 Discussion of CEQA Environmental Checklist Question 2.18—Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code § 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k).**

No archaeological properties listed within the National Register of Historic Places, California Historical Landmarks, California Inventory of Historic Resources, California Points of Historical Interest, or California Register of Historical Resources are present within the proposed project limits. Therefore, there would be no impact.

- b) Determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the**

lead agency shall consider the significance of the resource to a California Native American tribe.

The following Native American Tribes, Groups, and/or Individuals were contacted: KonKow Valley Band of Maidu, Mooretown Rancheria of Maidu Indians, and Tsi Akim Maidu. No responses were received from the KonKow or Tsi Akim Maidu. Mooretown Rancheria did not disclose any specific concerns regarding potential resources in the project. Based on the project scope, field reviews, and the information provided in the Cultural Resources Compliance Memo, there would be no impact.

2.18.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.19 Utilities and Service Systems

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>Would the project: a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities—the construction or relocation of which could cause significant environmental effects?</p>			✓	
<p>Would the project: b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>				✓
<p>Would the project: c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</p>				✓
<p>Would the project: d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</p>			✓	

<p>Would the project: e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>				✓
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2.19.1 Regulatory Setting

The primary law governing utilities and service systems is CEQA.

2.19.2 Environmental Setting

Based on the Project Initiation Report prepared June 28, 2019, it is anticipated that the following utilities exist near the project area: City of Gridley Water, City of Gridley Storm Drain, City of Gridley Sewer, Comcast, AT&T, PG&E (existing three-inch and eight-inch gas mains are located within SR 99), and City of Gridley Underground Electric Line. Based on current information, the proposed project improvements could possibly result in utility relocation. However, verification of utilities would occur in the next phase of the project.

2.19.3 Discussion of CEQA Environmental Checklist Question 2.19—Utilities and Service Systems

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities—the construction or relocation of which could cause significant environmental effects?

The proposed project improvements might conflict with the existing utilities. Any potential utility poles, underground gas, water, or sewer lines anticipated to conflict with the proposed work would be relocated, modified, or protected during construction. Caltrans would verify the location of any underground utilities within the project limits. Caltrans would coordinate with utility owners to relocate or protect utilities before construction. Given this, a

less than significant impact to the environment is anticipated from utility relocations.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The proposed project would have sufficient water supplies during construction and would not affect water supplies for future developments. Therefore, there is no impact.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The proposed project would not have a demand for wastewater treatment. Therefore, there would be no impact.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Construction of the proposed project would generate some solid waste material. The construction-related waste would not be substantial and would be limited to the construction period. Reuse of asphalt, concrete, and other excavated materials during the construction process would occur if feasible. Therefore, the impact would be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed project would comply with all federal, state, and local regulations and statutes related to solid waste. Therefore, there would be no impact.

2.19.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.20 Wildfire

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:</p> <p>a) Substantially impair an adopted emergency response plan or emergency evacuation plan?</p>			✓	
<p>b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?</p>				✓
<p>c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or may result in temporary or ongoing impacts to the environment?</p>				✓
<p>d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</p>				✓

SB 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the “CEQA Checklist” to include questions related to fire hazard impacts for projects on lands classified as very high fire hazard severity zones. The 2018 updates to the CEQA Guidelines expanded this to include projects “near” these very high fire hazard severity zones.

2.20.1 Regulatory Setting

The primary law governing wildfire is CEQA.

2.20.2 Environmental Setting

“Less Than Significant Impact” and “No Impact” determinations in this section are based on the scope, description, location of the proposed project, and CALFIRE Fire Hazard Severity Zone Maps of the proposed project corridor. Potential impacts to wildfire are not anticipated. The proposed project is not in or near a State Responsibility Area or lands classified as very high fire hazard severity zones.

2.20.3 Discussion of CEQA Environmental Checklist Question 2.20—Wildfire

If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

The proposed project includes a Traffic Management Plan that addresses emergency response actions and evacuations that may occur through the construction areas, including during temporary closures. Coordination with emergency response agencies would occur before construction begins to avoid impairment of any response or evacuation during construction. Therefore, impacts to emergency response times would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors. The City of Gridley is not in a Fire Hazard Severity Zone, as shown in Figure 8. Therefore, there are no impacts to

adjacent environmental factors which would otherwise exacerbate wildfire risks.

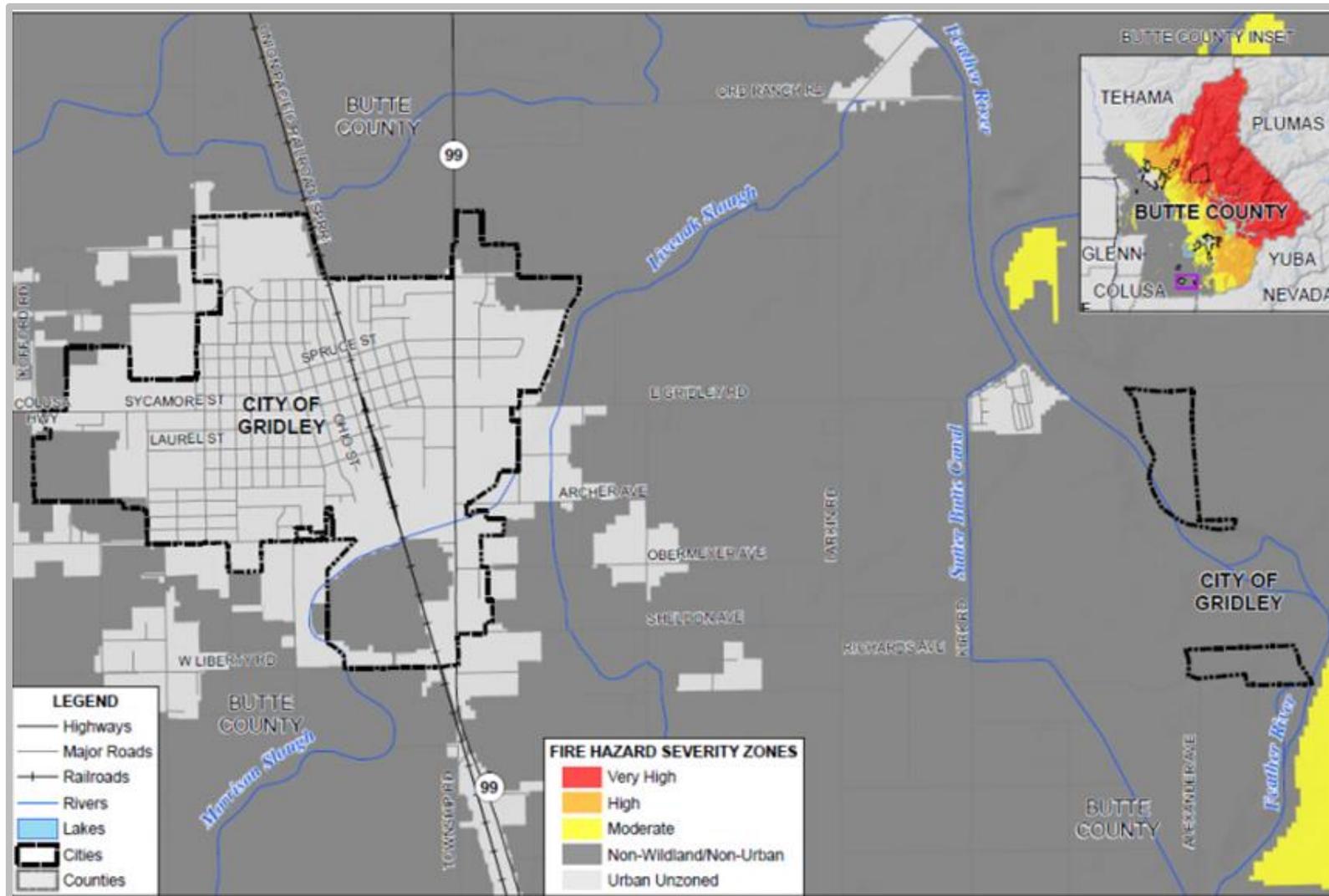


Figure 8. City of Gridley – Fire Hazard Severity Zones by Butte County

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or may result in temporary or ongoing impacts to the environment?

The proposed project would not require installation or maintenance of additional infrastructure that would cause temporary or ongoing impacts to the environment. No additional water sources would be required, and no additional maintenance would be needed after the project is constructed. Therefore, there would be no impact.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The proposed project would not expose people or structures to significant risks. The drainage improvements would not change receiving waters. The project would improve the conditions of the roadway. The work would primarily be within the existing roadway and ROW; it will not expose people to fire-related landslides and flooding. Therefore, there would be no impact to people or structures regarding flooding, landslides, and/or slope instability.

2.20.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.21 Mandatory Findings of Significance

Question:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>Does the project: a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</p>			✓	
<p>b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p>				✓
<p>c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>				✓

2.21.1 Discussion of CEQA Environmental Checklist Question 2.21—Mandatory Findings of Significance

- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

The proposed project does not have the potential to degrade the quality of the environment. There are no riparian or wetland habitats within the project limits. No indication of fish or wildlife species were observed within the project area. No special status plant or wildlife species were indicated to occur within the project limits. The proposed project may, however, have temporary and permanent impacts to jurisdictional waters of the U.S. and state. BMPs for sensitive biological resources relating to jurisdictional waters would be implemented and the following permits submitted and obtained: USACE Clean Water Act, Section 404 Permit; California RWQCB—Clean Water Act, Section 401 Water Quality Certification; and CDFW 1602 Lake or Streambed Alteration Agreement. Therefore, the impact would be less than significant.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

The proposed project would not result in any adverse effects that, when considered in connection with other projects, would be considered cumulatively considerable. Therefore, there is no impact.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Based on the description of the proposed project and technical studies completed to analyze the potential effects, the project would not cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there is no impact.

2.22 Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative impact assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time (CEQA, § 15355).

Cumulative impacts to resources may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

Per Section 15130 of CEQA, a Cumulative Impact Analysis (CIA) discussion is only required in "... situations where the cumulative effects are found to be significant." This project would maintain the highway corridor, provide safe and serviceable facilities for the traveling public, and enhance connectivity along SR 99. This project is not anticipated to have a cumulative impact on any resources. Given this, an EIR and CIA were not required for this project.



Chapter 3 Agency and Public Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings and interagency coordination meetings. This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

The following agencies, organizations, and individuals were consulted to prepare this environmental document.

Coordination with Resource Agencies

During this phase of the project, multiple email exchanges occurred from August 2020 through December 2021 between both Caltrans and Ivan Garcia from BCAG, and Caltrans and Gridley contracted City Engineer Trin Campos. Through conversations with our local partners, both the City of Gridley and BCAG have partnered with Caltrans to provide partial funding for 8-foot-wide sidewalk and street lighting, and provide full funding for electrical conduits installed under proposed sidewalk. Table 4 presents a full list of the meetings that occurred in the development of the project.

Table 4. Agency Coordination and Professional Contacts

Date	Personnel	Notes
October 30, 2020	Michael Burleson: Caltrans Biologist Gail St. John and Devin McCutchen: Caltrans Architectural Historians Koren Tippett: Caltrans Archaeologist Bibiana Rodriguez: Caltrans Environmental Planner Christopher Ladeas: Caltrans Project Manager	Field meeting to discuss the project elements and review project area.

Date	Personnel	Notes
	Trin Campos: (Gridley contracted City Engineer – BEN-EN Engineering)	
May 6, 2021	Christopher Ladeas: Caltrans Project Manager Andrey Tokmakov: Caltrans Design Senior Engineer Eva Karam: Caltrans Design Engineer Ali Rabiee: Caltrans Design Engineer Ivan Garcia: BCAG Trin Campos: (Gridley contracted City Engineer – BEN-EN Engineering) Dave Harden: (Gridley contracted City Engineer – BEN-EN Engineering)	This online meeting was not open to the public. The purpose of this meeting was to discuss the project scope with the City of Gridley and BCAG.
July 12, 2021	Christopher Ladeas: Caltrans Project Manager Sunil Repaka: Caltrans Project Manager Sutha Suthahar: Caltrans Project Management Office Chief Mundeep Takher: Project Manager Assistant Jaroslav Kusz: Caltrans Design Senior Engineer Eva Karam: Caltrans Project Engineer Ross Pippitt: City of Gridley Public Works Director Cliff Wagner: City of Gridley City Manager Ivan Garcia: BCAG Dave Harden: (Gridley contracted City Engineer – BEN-EN Engineering) Trin Campos: (Gridley contracted City Engineer – BEN-EN Engineering)	This online meeting was not open to the public. The purpose of this meeting was to discuss the widening of the sidewalk through the project limits with the City of Gridley and BCAG and discuss added costs via a PowerPoint Presentation.
August 11, 2021	Christopher Ladeas: Caltrans Project Manager Sutha Suthahar: Caltrans Project Management Office Chief Ivan Garcia: BCAG Cliff Wagner: City Manager (Gridley) Dave Harden: (Gridley contracted City Engineer – BEN-EN Engineering) Trin Campos: (Gridley contracted City Engineer – BEN-EN Engineering) Gridley City Council Members and other City Staff	Attend City of Gridley City Council Meeting virtually. City voted to provide additional funding toward the project for lighting/landscaping improvements.

Coordination with Property Owners

The Caltrans Project Manager discussed the proposed project with the owner of the Gridley Inn & RV Park, Gridley Tires and Wheels, and Saul's Smog & Auto Repair on December 16, 2021.

Circulation

The IS/ND was provided for public and agency review and comment for 30 days, from April 1, 2022, to April 30, 2022.

Chapter 4 List of Preparers

The following individuals performed the environmental work on the project:

California Department of Transportation, District 3

Julia K. Green	Senior Environmental Planner
Bibiana Rodriguez	Associate Environmental Planner
Jason Lee	Air/Noise Specialist
William Larson	Archaeologist
Michael Burleson	Biologist
Shawn Duffy	Biologist
Rajive Chadha	Hazardous Waste/Stormwater Specialist
Cathy Wei	Landscape Architect
Jaroslaw Kusz	Project Engineer
Christopher Ladeas	Project Manager



Chapter 5 Distribution List

Federal and State Agencies

California Department of Fish and Wildlife, North Central Region
1701 Nimbus Road
Rancho Cordova, CA 95670

Fish & Game Region
1416 9th Street, 12th Floor
Sacramento, CA 95814

Office of Historic Preservation
1725 23rd Street
Sacramento, CA 95816

Regional Water Quality Control Board
11020 Sun Center Drive, # 200
Rancho Cordova, CA 95670

U.S. Army Corps of Engineers, Sacramento District
1325 J Street, Room 1513
Sacramento, CA 95814

Regional/County/Local Agencies

Butte County Association of Governments
326 Huss Lane
Chico, CA 95928

Butte County Library, Gridley Branch
299 Spruce Street
Gridley, CA 95948

City of Gridley
685 Kentucky Street
Gridley, CA 95948

Gridley Police Department
685 Kentucky Street
Gridley, CA 95948

Gridley-Butte Fire Station 76
685 Kentucky Street
Gridley, CA 95948

Gridley Fire Department Station 74
47 East Gridley Road
Gridley, CA 95948

Utilities, Service Systems, Businesses, and Other Property Owners

Biggs-West Gridley Water District
1713 West Biggs Gridley Road
Gridley, CA 95948

Butte Regional Transit (B-Line)
326 Huss Drive #125
Chico, CA 95928

Gridley Municipal Utilities
685 Kentucky Street
Gridley, CA 95948

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Appendix A Project Layouts

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Gilbert

DATE: 11/27/2015

USER NAME: HUSER
 DON FILE: PROJECT

RELATIVE BORDER SCALE
 1" = 4' (HORIZONTAL)



UNIT: 0308

PROJECT NUMBER & PHASE

00316000060 0

- LEGEND:**
- ENVIRONMENTAL STUDY LIMIT (ESL)
 - EXISTING RIGHT OF WAY (EXIST R/W)
 - PROPOSED R/W
 - PROPOSED TCE
 - PROPOSED ELECTRICAL AND FIBER OPTICS CONDUITS
 - PROPOSED STREET LIGHTING



MATCH LINE ESL-2

DIST	COUNTY	ROUTE	POST MILES TO TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03		99	3.1/5.0		

REGISTERED CIVIL ENGINEER DATE: _____
 PLANS APPROVAL DATE: _____

PRELIMINARY

THE STATE OF CALIFORNIA DOES NOT WARRANT OR GUARANTEE THE ACCURACY OF ANY INFORMATION OR DATA CONTAINED HEREIN. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND OBTAINING ALL NECESSARY COPIES OF THIS PLAN SHEET.

ESL LAYOUT
 SCALE: 1" = 50'

ESL-1

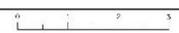
DATE PLOTTED: 10-26-17 TIME PLOTTED: 9:40AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

501023 LAST REVISED 7/27/2010

USERNAME: J48978
 DGN FILE: J48978.DWG

RELATIVE BORDER SCALE
 IS: 3' TUMPS



UNIT 0308

PROJECT NUMBER & PHASE

00316000060 0

DESIGNED BY
 DATE REVISED

CALTRANS
 5.5.2010 BY
 CHECKED BY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



MATCH LINE FS-1

MATCH LINE ES-3

DIST	COUNTY	ROUTE	POST MILES TO AL PROJECT	SHEET NO.	TOTAL SHEETS
03		99	3.1/5.0		

REGISTERED PROFESSIONAL ENGINEER
 DATE: 07/27/2010
 PROJECT NO. 00316000060

PRELIMINARY

LANDS APPROVAL DATE:
 THE STATE OF CALIFORNIA OR ITS OFFICERS
 FOR ANY AND ALL PURPOSES AND FOR THE
 AUTHORITY OF ANY ENGINEER OR ARCHITECT
 SHALL NOT BE AFFECTED.

ESL LAYOUT
 SCALE: 1" = 50'

ESL-2

DATE PLOTTED: 7/27/2010 10:25:11 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 KING DARRYL SLP-HPS-DSP
 CHECKED BY: _____
 DATE REVISED: _____



SHEET NO.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
03	99		3.1/5.0	
PRELIMINARY				
REGISTERED CIVIL ENGINEER	DATE	PLANS APPROVAL DATE		
<small>THE STATE OF CALIFORNIA PROVIDES NO GUARANTEE OR WARRANTY OF ANY KIND FOR THE ACCURACY OF THE DATA OR THE RESULTS OF THE DESIGN OR CONSTRUCTION OF THE PROJECT.</small>				

ESL LAYOUT
 SCALE: 1" = 50'
ESL-4

BORDDT LAST REVISED 7/2/2010

USERNAME: J.R.F.H.
 DON FILE: PRELIMS

AS APPLIED, REDUCED SCALE IS IN INCHES
 0 1 2 3

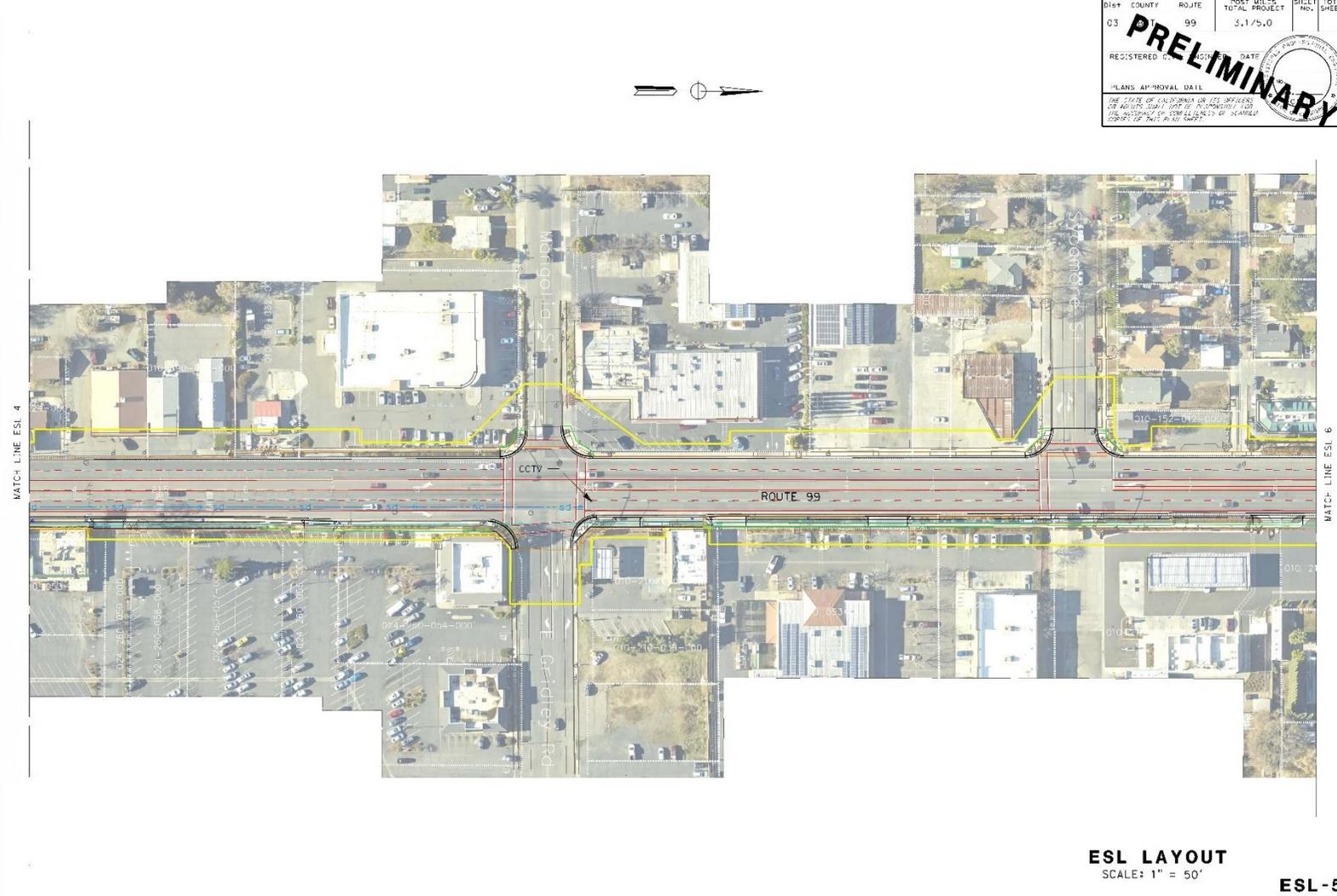
UNIT: 0308

PROJECT NUMBER & PHASE

00316000060 0

DATE PLOTTED: 10/20/11
 TIME PLOTTED: 5:41 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Stantec
 PLANNING & DESIGN DIVISION
 CHECKED BY: []
 DATE: []



DIST	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	99	99	3.1/5.0		

PRELIMINARY

REGISTERED PROFESSIONAL ENGINEER
 DATE: []
 PLANS APPROVAL DATE: []

THE STATE OF CALIFORNIA OR ITS OFFICES OR ANY EMPLOYEE SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.

907023 LAST REVISED 7/2/2010

USERNAME -> KFR
 DGN FILE -> PRELUKE

GRAPHIC BORDER SCALE IS IN INCHES

UNIT 0308

PROJECT NUMBER & PHASE

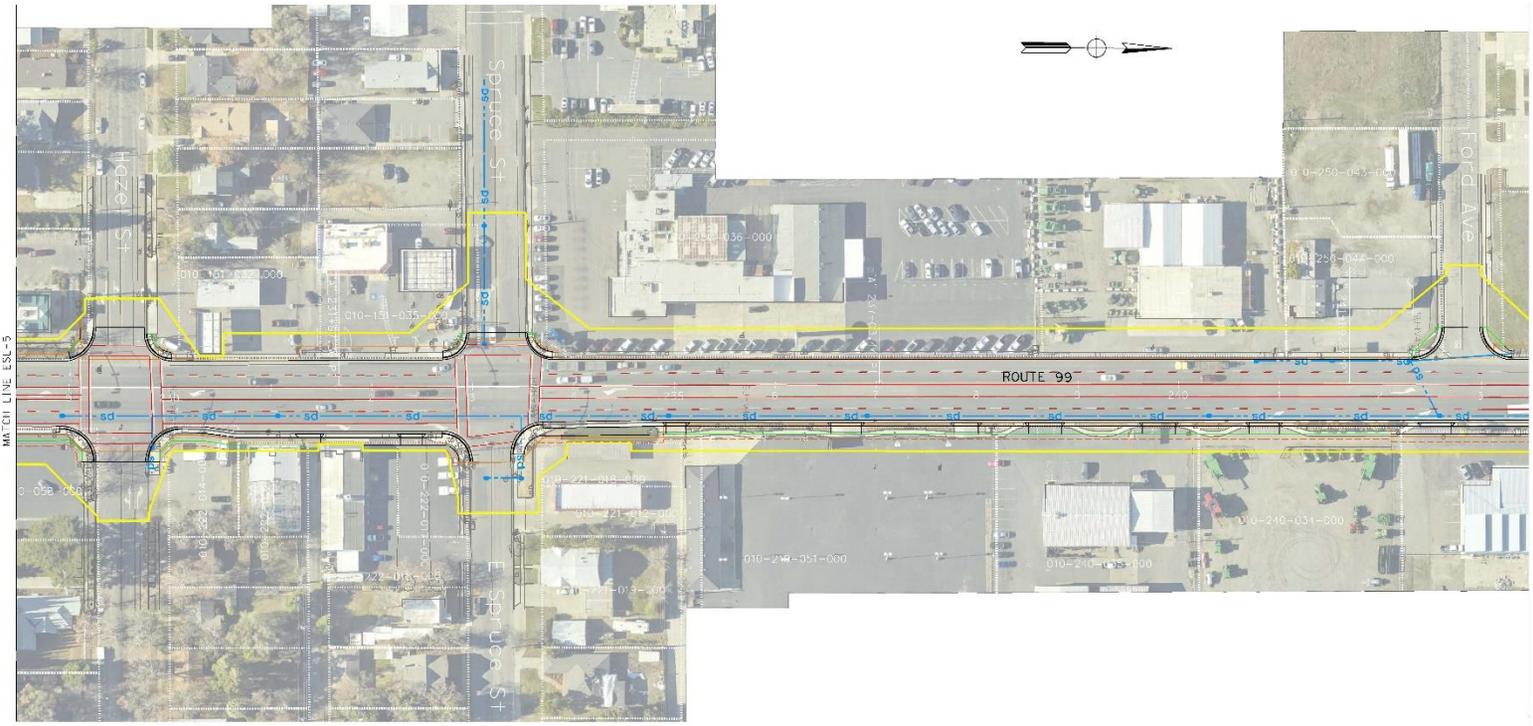
003160000 0

ESL LAYOUT
 SCALE: 1" = 50'

ESL-5

DATE PLOTTED: 10/28/17
 TIME PLOTTED: 10:41:14 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CALTRANS - 2014-11-16 - 20-411616-00
 DESIGNED BY: J. RAY
 CHECKED BY: J. RAY
 DATE: 11/16/16



ESL LAYOUT
 SCALE: 1" = 50'
ESL-6

03	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	99	3.1 / 5.0			
PRELIMINARY REGISTERED CONTRACT NO. DATE PLANS APPROVAL DATE <small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY COPIES OF THIS PLAN SHEET.</small>					

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

501023 LAST REVISED 7/27/2010

USERNAME: jrf/rfb
 DGN FILE: 7-985285

REF: ACTIVE BORDER: SCALE
 IS: 3/4"=1'-0"



UNIT 0308

PROJECT NUMBER & PHASE

0031600060 0

DESIGNED BY: [blank]
 DATE REVISED: [blank]

CHECKED BY: [blank]

DATE PLOTTED: 5/3/2010 11:41 AM
 CHECKED BY: [blank]



MATCH LINE ESI - 6

MATCH LINE F.S. - 8

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03		99	3.1/5.0		
PRELIMINARY					
REGISTERED CIVIL ENGINEER	PROJECT NO.	DATE	SCALE		
*PLANS APPROVAL DATE:					
THE STATE OF CALIFORNIA ON ITS OFFICERS AND EMPLOYEES SHALL NOT BE LIABLE FOR THE PREPARATION OF THESE PLANS UNLESS IT IS PROVEN THAT THE NEGLIGENCE OF ANY OF SAID OFFICERS OR EMPLOYEES CAUSED SUCH DAMAGE.					

ESL LAYOUT
 SCALE: 1" = 50'
ESL-7

DATE PLOTTED: 5/3/2010 11:41 AM

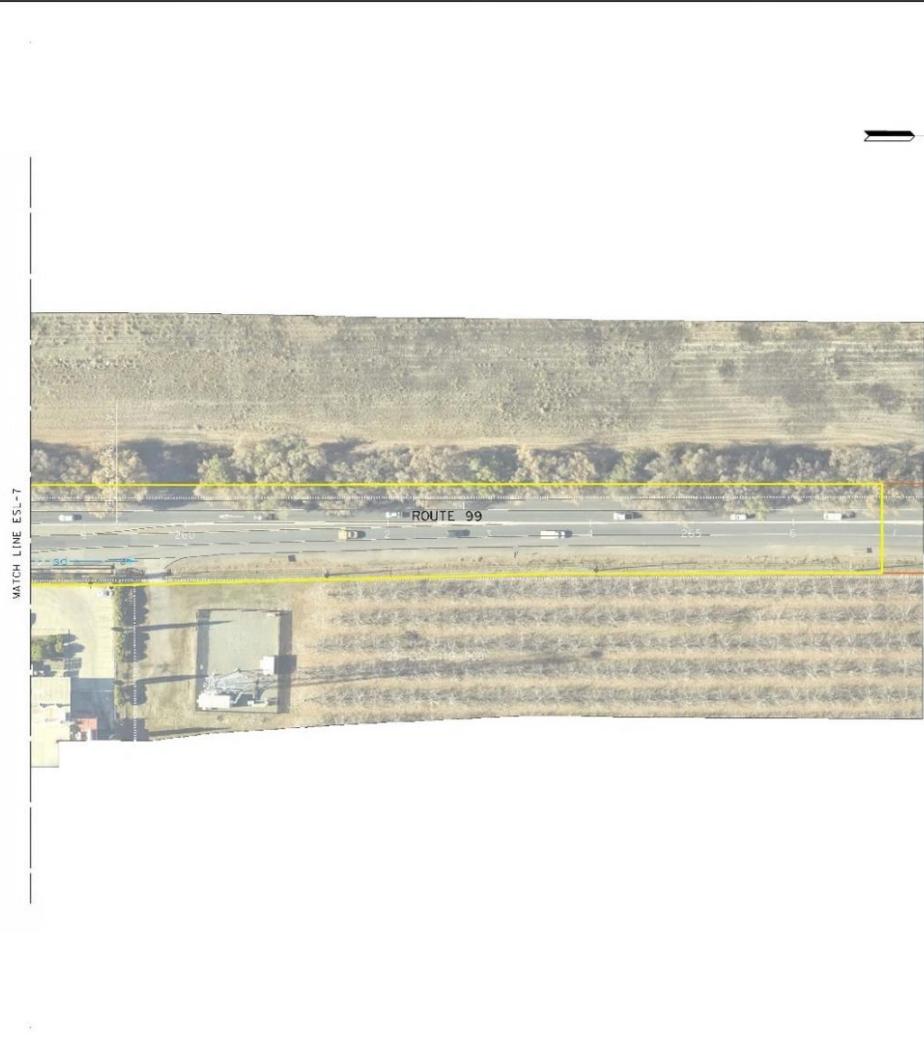
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Es Gators

301021 LAST REVISED 7/2/2010

TRANSECT ID:
DATE REVISED:

54-DRAWN
S.S. & R.T.P.
CHECKED BY:

PLANS FOR THE STATE HIGHWAY



DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03		99	3.1/5.0		
PRELIMINARY					
REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY COPIES OF THIS PLAN SHEET.</small>					

ESL LAYOUT
 SCALE: 1" = 50'

ESL-8

USERNAME -> RFR
 DGN FILE -> RFR.DWG

REF ACTIVE BLOCKS SCALE
 IS IN INCHES



UNIT 0308

PROJECT NUMBER & PHASE

00316000060 0

LAST REVISED DATE PLOTTED 7/2/2010
 10-26-17 11:00:00 AM 10-26-17 11:00:00 AM

Appendix B Title VI Policy Statement

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DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

August 2020

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at [<Title.VI@dot.ca.gov>](mailto:Title.VI@dot.ca.gov).

Original signed by
Toks Omishakin
Director

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Appendix C USFWS, NMFS, CNDDDB, and CNPS Species Lists

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United States Department of the Interior



FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:
Consultation Code: 08ESMF00-2021-SLI-0281
Event Code: 08ESMF00-2022-E-02456
Project Name: EA-03-1H140

January 12, 2022

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to

U.S Fish and Wildlife Species List Page 1

utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at:

<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>;

<http://www.towerkill.com>; and

www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

<http://>

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

U.S. Fish and Wildlife Species List Page 2

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

U.S. Fish and Wildlife Species List Page 3

Project Summary

Consultation Code: 08ESMF00-2021-SLI-0281

Event Code: Some(08ESMF00-2022-E-02456)

Project Name: EA-03-1H140

Project Type: TRANSPORTATION

Project Description: Description: The project is proposed along State Route (SR) 99 between Post Miles 3.1 and 5.0 within the community of Gridley, California. The proposed action includes rehabilitation of the pavement to address distress and deterioration, rehabilitates culverts, removes and replaces non-standard ramps, and installs TMS elements. Scope includes the following: 0.25' RHMA grind and overlay, 0.5' digouts where alligator cracking exceeds 20%, place shoulder backing in locations without curb and gutter, add sidewalks on east side of SR-99 from existing ADA ramp at West Liberty St. to existing sidewalk in front of Dollar General and close the gap between Millard Storage and Stapletons, replace existing curb ramps with ADA compliant curb ramps (3), replace stripping and markers, rehab culverts by relining or replacing, remove drainage inlet (1) at PM 4.08, and install fiber optics and CCTV (1) and loop detection.

Purpose: To restore the facility to a state of good repair, so the roadway will be in a condition that requires minimal maintenance and improve traffic operation.

Need: The pavement exhibits signs of structural failure and poor ride quality. Culverts throughout the project limits require rehabilitation or replacement to restore functionality. Fiber optics, loop detection and CCTV system are needed to improve traffic operation.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.36209245950005,-121.68790936861572,14z>



Counties: Butte County, California

Endangered Species Act Species

There is a total of 9 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Population: Western U.S. DPS There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

Reptiles

NAME	STATUS
Giant Garter Snake <i>Thamnophis gigas</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate
Valley Elderberry Longhorn Beetle <i>Desmocerus californicus dimorphus</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/7850	Threatened

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp <i>Lepidurus packardii</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2246	Endangered

Flowering Plants

NAME	STATUS
Greene's Tuctoria <i>Tuctoria greenei</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/1573	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Burleson, Michael@DOT

From: Burleson, Michael@DOT
Sent: Tuesday, July 27, 2021 8:30 AM
To: 'nmfs.wcrca.specieslist@noaa.gov'
Subject: Project 03-1H140 Requires Updated NMFS Species List

Quad Name **Gridley**
Quad Number **39121-C6**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) - **X**
SRWR Chinook Salmon ESU (E) - **X**
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat - **X**
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat - **X**
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat - **X**

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - X
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds
See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -
MMPA Pinnipeds -

Quad Name **Biggs**

Quad Number **39121-D6**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) - **X**

SRWR Chinook Salmon ESU (E) - **X**

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) - **X**

Eulachon (T) -

sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat - **X**

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat - **X**

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat - **X**

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - **X**
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

**See list at left and consult the NMFS Long Beach office
562-980-4000**

MMPA Cetaceans -
MMPA Pinnipeds -

Mike Burleson

Associate Environmental Planner - Natural Resources
Caltrans-North Region Environmental
(530) 720-9960



Summary Table Report
California Department of Fish and Wildlife
California Natural Diversity Database



Query Criteria: Quad IS (Gridley (3912136)) OR Biggs (3912146)

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Agelaius tricolor</i> tricolored blackbird	G1G2 S1S2	None Threatened	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_EN-Endangered NABCI_RVWL-Red Watch List USFWS_BCC-Birds of Conservation Concern	72 110	955 S:12	0	1	0	0	10	1	11	1	2	10	0
<i>Antigone canadensis tabida</i> greater sandhill crane	G5T5 S2	None Threatened	BLM_S-Sensitive CDFW_FP-Fully Protected USFS_S-Sensitive	90 90	605 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Athene cunicularia</i> burrowing owl	G4 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	160 160	2011 S:1	0	0	0	0	0	1	0	1	1	0	0
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	G3 S3	Threatened None	IUCN_VU-Vulnerable	110 169	795 S:3	0	0	0	0	0	3	2	1	3	0	0
<i>Buteo swainsoni</i> Swainson's hawk	G5 S3	None Threatened	BLM_S-Sensitive IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	55 100	2541 S:4	0	2	0	0	0	2	0	4	4	0	0
<i>Circus hudsonius</i> northern harrier	G5 S3	None None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	110 110	54 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Desmocerus californicus dimorphus</i> valley elderberry longhorn beetle	G3T2 S3	Threatened None		70 125	271 S:4	0	1	1	0	0	2	2	2	4	0	0
<i>Emys marmorata</i> western pond turtle	G3G4 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_VU-Vulnerable USFS_S-Sensitive	100 120	1398 S:4	0	0	0	0	0	4	0	4	4	0	0



Summary Table Report
California Department of Fish and Wildlife
California Natural Diversity Database



Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Erethizon dorsatum</i> North American porcupine	G5 S3	None None	IUCN_LC-Least Concern	100 100	523 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Gonidea angulata</i> western ridged mussel	G3 S1S2	None None		72 72	157 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Great Valley Cottonwood Riparian Forest</i> Great Valley Cottonwood Riparian Forest	G2 S2.1	None None		65 90	56 S:3	0	0	1	0	0	2	3	0	3	0	0
<i>Haliaeetus leucocephalus</i> bald eagle	G5 S3	Delisted Endangered	BLM_S-Sensitive CDF_S-Sensitive CDFW_FP-Fully Protected IUCN_LC-Least Concern USFS_S-Sensitive USFWS_BCC-Birds of Conservation Concern	80 80	329 S:1	0	0	0	0	0	1	0	1	1	0	0
<i>Juncus leiostermus</i> var. <i>ahartii</i> Ahart's dwarf rush	G2T1 S1	None None	Rare Plant Rank - 1B.2	175 175	13 S:1	0	1	0	0	0	0	1	0	1	0	0
<i>Lasionycteris noctivagans</i> silver-haired bat	G3G4 S3S4	None None	IUCN_LC-Least Concern WBWG_M-Medium Priority	100 100	139 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Linderiella occidentalis</i> California linderiella	G2G3 S2S3	None None	IUCN_NT-Near Threatened	170 170	508 S:1	0	1	0	0	0	0	0	1	1	0	0
<i>Navarretia leucocephala</i> ssp. <i>bakeri</i> Baker's navarretia	G4T2 S2	None None	Rare Plant Rank - 1B.1	100 100	64 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Northern Hardpan Vernal Pool</i> Northern Hardpan Vernal Pool	G3 S3.1	None None		110 110	126 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Oncorhynchus mykiss irideus</i> pop. 11 steelhead - Central Valley DPS	G5T2Q S2	Threatened None	AFS_TH-Threatened		31 S:1	0	0	0	0	0	1	0	1	1	0	0
<i>Oncorhynchus tshawytscha</i> pop. 11 chinook salmon - Central Valley spring-run ESU	G5T1T2Q S2	Threatened Threatened	AFS_TH-Threatened	120 120	13 S:1	0	0	0	0	0	1	0	1	1	0	0
<i>Riparia riparia</i> bank swallow	G5 S2	None Threatened	BLM_S-Sensitive IUCN_LC-Least Concern	60 90	298 S:9	0	1	0	0	0	8	3	6	9	0	0



Summary Table Report
 California Department of Fish and Wildlife
 California Natural Diversity Database



Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Sagittaria sanfordii</i> Sanford's arrowhead	G3 S3	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive	85 130	126 S:4	1	0	0	0	0	3	2	2	4	0	0
<i>Thamnophis gigas</i> giant gartersnake	G2 S2	Threatened Threatened	IUCN_VU-Vulnerable	80 135	373 S:8	0	2	1	1	0	4	3	5	8	0	0
<i>Tuctoria greenei</i> Greene's tuctoria	G1 S1	Endangered Rare	Rare Plant Rank - 1B.1	105 105	50 S:1	0	0	0	0	1	0	1	0	0	1	0

Inventory of Rare and Endangered Plants of California



Search Results

8 matches found. Click on scientific name for details

Search Criteria: Quad is one of [3912136:3912146]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	PHOTO
<i>Azolla microphylla</i>	Mexican mosquito fern	Azollaceae	annual/perennial herb	Aug	None	None	G5	S4	4.2	No Photo Available
<i>Hesperoxys caulescens</i>	hogwallow starfish	Asteraceae	annual herb	Mar-Jun	None	None	G3	S3	4.2	 © 2017 John Doyen
<i>Juncus leiospermus</i> var. <i>ahartii</i>	Ahart's dwarf rush	Juncaceae	annual herb	Mar-May	None	None	G2T1	S1	1B.2	 © 2004 Carol W. Witham
<i>Navarretia leucocephala</i> ssp. <i>bakeri</i>	Baker's navarretia	Polemoniaceae	annual herb	Apr-Jul	None	None	G4T2	S2	1B.1	No Photo Available
<i>Plagiobryoides vinosula</i>	wine-colored tufa moss	Bryaceae	moss		None	None	G4	S3S4	4.2	No Photo Available
<i>Sagittaria sanfordii</i>	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb (emergent)	May-Oct(Nov)	None	None	G3	S3	1B.2	No Photo Available
<i>Smilax jamesii</i>	English Peak greenbrier	Smilacaceae	perennial rhizomatous herb	May-Jul(Aug-Oct)	None	None	G3G4	S3S4	4.2	 Sheli Wingo 2004
<i>Tuctoria greenei</i>	Greene's tuctoria	Poaceae	annual herb	May-Jul(Sep)	FE	CR	G1	S1	1B.1	No Photo Available

Showing 1 to 8 of 8 entries

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2022. Inventory of Rare and Endangered Plants of California (online edition, v9-01 1.0). Website <https://www.rareplants.cnps.org> [accessed 12 January 2022].

CONTACT US

Send questions and comments

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[The Calflora Database](#)

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Appendix D Response to Comments

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1. Alicia Menchaca

STATE OF CALIFORNIA  DEPARTMENT OF TRANSPORTATION

State Highway 99 Gridley Roadway Project | April 19, 2022

Name (please print) Alicia Menchaca E-mail/Phone# Christina.menchaca@hotmail.com

Leed Maine St Gridley CA 95948

Address (home) City State Zip Code

Authorized Representative (name of organization or agency) _____

Address (business) City State Zip Code

COMMENTS _____

*Cross walk at Ford instead of Southend or both.

* When putting in cross walk by Archer will it trigger light at liberty to slow down that

The signal at the new cross walk should be timed with the signal at W. Liberty

BE WORK ZONE ALERT
CALTRANS

Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

Response to Comment 1:

Thank you for your comment. We considered a marked crossing at the Ford Avenue and State Route (SR) 99 intersection and recorded 12 hours of video

at that intersection on Wednesday, September 8, 2021. When determining whether to install a marked crosswalk, we consider the number of pedestrians per hour that are crossing the highway. We reviewed the 12 hours of video and counted a total of four pedestrians in the vicinity of the Ford Avenue and SR 99 intersection and saw just one of the four pedestrians crossing the highway. After receiving your comment suggesting we place a marked crosswalk at Ford Avenue, we made a field visit on Wednesday, May 12, 2022, and observed pedestrian behavior at the north end of Gridley near Ford Avenue from 1:00 PM until 2:15 PM, which is after 5th and 6th periods at the high school let out. All the students crossed the highway at signalized intersections; no students were seen crossing the highway mid-block. We did not observe the minimum number of pedestrians in the area to warrant placing a marked crosswalk. Additionally, that location is not ideal for a marked crosswalk because it is a merge area where one of the two northbound lanes drops, and vehicles are accelerating as they leave Gridley.

A pedestrian hybrid beacon is planned for the south end of town near Archer Avenue. This type of traffic control device is independent of a traffic signal, so it would not be connected to the traffic signal at West Liberty Road. A pedestrian hybrid beacon remains unlit or "dark" until activated by a pedestrian. When activated, a steady red signal is displayed, and motorists are required to stop.

2. Mark Orme—Butte Water District General Manager

STATE OF CALIFORNIA  DEPARTMENT OF TRANSPORTATION

State Highway 99 Gridley Roadway Project | April 19, 2022

Name (please print) MARK ORME E-mail/Phone# morme@buttewater.net

735 VIRGINIA ST. GRIDLEY CA 95948
Address (home) City State Zip Code

Authorized Representative (name of organization or agency) BUTTE WATER DISTRICT
MARK ORME GENERAL MANAGER

735 VIRGINIA ST. GRIDLEY CA 95948
Address (business) City State Zip Code

COMMENTS THE DISTRICT WOULD HAVE AN ISSUE
WITH BR-2 ITEM E
IT STATES THE CONTRACTOR WOULD DE-WATER IRRIGATION
CHANNELS AND ENSURE HABITAT (GGS) REMAINED DRY
FOR AT LEAST 15 CONSECUTIVE DAYS BETWEEN THE TIME
FRAME OF APRIL 15TH - OCT. 1ST.
THIS TIME PERIOD IS THE HEIGHT OF THE IRRIGATION
SEASON. BUTTE WATER DIST. HAS TWO CANALS THAT CROSS
HWY 99 IN THE PROPOSED IMPROVEMENT AREA.
ALSO DE-WATERING AND RE-CHARGING THE CANAL IS A
WASTE AND INEFFICIENT USE OF WATER ESPECIALLY IN THESE TIMES.
BWD NOR REC. 2056 WERE NOT NOTIFIED OF THE PROJECT
THROUGH THE STATE CLEARINGHOUSE.
BWD'S AND REC. 2056'S ENGINEER IS JEFF SPENCE
WITTE LAUGHLIN & SPENCE ENGINEERING



Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

Response to Comment 2:

Thank you for your comment. Caltrans does not anticipate Giant Gartersnake presence in or adjacent to the project environmental study limit,

so installing the culvert extension on the northbound lane (i.e., upstream side of the highway) should be constructed during the off season for irrigation (approximately November–March).

You're correct. It was an oversight that we did not mark the Butte Water District when submitting the environmental document to the State Clearinghouse. Caltrans will make an effort to ensure the water district is notified for any future projects in the area.

3. Harvey Tran—Environmental Scientist, California Department of Fish and Wildlife

From: [Tran, Harvey@Wildlife](mailto:Tran_Harvey@Wildlife)
To: [Rodriguez, Bibiana@DOT](mailto:Rodriguez_Bibiana@DOT)
Cc: [Wildlife R2_CEOA](mailto:Wildlife_R2_CEOA); [Wilson, Billie@Wildlife](mailto:Wilson_Billie@Wildlife); [Barker, Kelley@Wildlife](mailto:Barker_Kelley@Wildlife); [Thomas, Kevin@Wildlife](mailto:Thomas_Kevin@Wildlife)
Subject: Caltrans 03-1H140 Butte 99 Road Rehab in Gridley Project - CDFW CEQA comments PT 2022-0135-0000-R2
Date: Thursday, April 28, 2022 10:23:37 AM

EXTERNAL EMAIL. Links/attachments may not be safe.

To Bibiana:

The California Department of Fish and Wildlife (CDFW) appreciates the opportunity to comment on the proposed draft Initial Study with Proposed Negative Declaration (ND) for the Butte 99 Road Rehab in Gridley Project (Project). CDFW is responding to the draft ND as a Trustee Agency for fish and wildlife resources (Fish & G. Code, §§ 711.7 & 1802, and CEQA Guidelines, §§ 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 et seq.) and/or a California Endangered Species Act (CESA) Permit for incidental take of endangered, threatened, and/or candidate species (California Fish and Game Code Sections 2080 and 2080.1).

This Project would rehabilitate and widen a section of State Route 99 (SR 99) in the City of Gridley in Butte County between post miles R3.1 and 5.0. The Project would add rubberized hot mix asphalt cold plane and overlay on the road, add 0.50 feet digouts (where alligator cracking is greater than 20%), place shoulder backing in locations without curb and gutter, construct a new 8-foot-wide sidewalk with 3-foot-wide landscaping from West Liberty Road to Dollar General, remove existing sidewalk and construct a new 8-foot-wide sidewalk with 3-foot-wide landscaping from Dollar General to Standish Lane, install a 5-foot-wide sidewalk with curb and gutter from Standish Lane to the existing sidewalk and curb and gutter in front of the Stapleton-Spence Packing Company at the northern project limits, replace existing curb ramps with ADA-compliant curb ramps, install new drainage system from West Liberty Road to Dollar General, upgrade culverts by placing a liner or replacing, install a new enhanced crosswalk pedestrian hybrid beacon and refuge island between Archer Avenue and Cherry Street, install one CCTV at the intersection of SR 99 and East Gridley, install traffic signal detection, install street lighting—63 streetlights on the east side of SR 99 adjacent to new sidewalk, install fiber optic conduits within project limits, and install electrical conduits under proposed sidewalk for the City of Gridley use.

CDFW recommends the following items be addressed in the CEQA document:

3A Comment 1: 1.1.2 Proposed Project - Build Alternative, Pages 3-4

This section of the CEQA document describes all the different work activities involved in the Project. However, on page 10 in section BR-2: Animal Species D, the document states that a biological monitor would be present during activities such as installation and removal of dewatering or diversion systems, bridge demolition, pile-driving and hoe-ramming, and drilling for bridge foundations. These activities were not described in the Build Alternative section.

To address this comment, CDFW recommends including the missing work activities in the Build Alternative section.

3B Comment 2: Wetlands and Other Waters, Pages 41-42

This section of the CEQA document states the proposed Project may permanently impact 0.010 acre and 119 linear feet of jurisdictional waters of the U.S. (bed, bank, and channel habitat). Additionally, the Project may temporarily impact 0.112 acre and 593 linear feet of jurisdictional waters of the U.S. (bed, bank, and channel habitat). However, it provides no description on what specific Project activities would result in the habitat impacts and where the impacts would occur.

To address this comment, CDFW recommends adding a detailed description on what Project activities would result in habitat impacts (e.g., bridge construction) and where the Project activities would occur in the Project area (e.g., irrigation channel #1).

3C Comment 3: 2.4.9 Mitigation Measures, Page 43

The CEQA document proposes no mitigation measures for this Project. However, based on Comment 2, the Project will result in permanent impacts to bed, bank, and channel habitat. Permanent impacts to the bed, bank, and channel habitat will require mitigation under Fish and Game Code 1602. Through the Lake and Streambed Alteration Agreement process, CDFW may require at least a 3:1 mitigation ratio depending on Project specific factors to ensure no-net-loss of the habitat functions and values within the Project area occurs. If mitigation is proposed through use of mitigation or conservation bank credits, credit purchases should be from a CDFW-approved mitigation bank with appropriate credit types available. Applicant may also propose alternative mitigation options for CDFW review and approval as part of the LSAA notification process, as appropriate.

To address this comment, CDFW recommends replacing this section with text describing a minimum of 3:1 ratio for habitats impacted by activities subject to 1602 notification. Mitigation can include a combination of on-site restoration, purchase of mitigation credits at an appropriate agency-approved mitigation bank, or any other mechanism approved by the appropriate agency, as biologically justifiable.

3D Comment 4: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?, Page 32 c).

As stated on page 41 of the CEQA document, the Project would have direct/permanent impacts to jurisdictional waters of the U.S. (bed, bank, and channel habitat). On pages 8 to 11, avoidance and minimization measures are described that would be necessary to achieve no-net-loss of the functions and values within the Project area. Avoidance and minimization measures are considered "mitigation" as defined by CEQA (California Code of Regulations, Title 14 ("CEQA Guidelines"), Section 15370). In addition, habitats permanently impacted by activities subject to 1602 notification will require mitigation.

To address this comment, CDFW recommends changing this determination from, "Less than Significant Impact" to "Less than Significant Impact with Mitigation."

3E Comment 5: Proposed Negative Declaration

The CEQA document is declared to be an Initial Study with proposed Negative Declaration. CEQA allows for a “Mitigated Negative Declaration” in which mitigation measures are proposed to reduce potentially significant effects to less than significant (14 CCR § 15369.5). Since the Project would have impacts that would require mitigation to bring them down to less than significant, then declaring the CEQA document to be an Initial Study with a proposed Mitigated Negative Declaration would be more appropriate.

To address this comment, CDFW recommends changing the CEQA document from an “Initial Study with proposed Negative Declaration” to an “Initial Study with a proposed Mitigated Negative Declaration”.

Please note that when acting as a responsible agency, CEQA guidelines section 15096, subdivision (f) requires CDFW to consider the CEQA environmental document prepared by the lead agency prior to reaching a decision on the project. Addressing CDFW’s comments and disclosing potential Project impacts on CESA-listed species and any river, lake, or stream, and provide adequate avoidance, minimization, mitigation, monitoring, and reporting measures; will assist CDFW with the consideration of the ND.

Thank you.

Harvey Tran
Environmental Scientist
California Department of Fish and Wildlife
Region 2 - North Central Region
Habitat Conservation Program
(916) 358-4035

Response to Comments 3A–3E:

3A) Thank you for your comment. Both sections have been altered to reflect additional information about the project. The project will extend the box culvert associated with the canals approximately 10 feet (northbound side of the highway only). There will be no bridge demolition, pile-driving, hoe-ramming, or drilling for bridge foundations. The work will be performed during the canal dry season (November–March). Please see Section 1.1.2 for revised details for the proposed work.

3B) Thank you for your comment. With additional information, the proposed project may permanently impact 0.007 acre and 100 linear feet of jurisdictional waters of the U.S (irrigation canals). Additionally, the project may temporarily impact 0.040 acre and 100 linear feet of jurisdictional waters of the U.S (irrigation canals). The project will extend the box culvert associated with the canals approximately 10 feet (northbound side of the

highway only). Please see Section 1.1.2 for revised details for the proposed work.

3C) We appreciate your comment. However, the impacts are not considered significant, and no CEQA mitigation measures are proposed for the project.

Mitigation associated with Permits from CDFW (1602), RWQCB (401), and USACE (404) will be negotiated during the permitting process and are not typically included in an Initial Study with Negative Declaration.

3D) Thank you for your comment. You're correct that the project will have direct/permanent impacts to jurisdictional waters of the U.S. However, the impact is not considered significant. The impacts are limited to two locations, each approximately 10 linear feet of canal adjacent to the highway in an urban setting. Section 1.4 (pages 8 to 11) provide a list of project features, standard practices (measures), and best management practices (BMPs) and as such are not considered project "mitigation". As these BMPs are not considered project mitigation, the determination for checklist question C in Section 2.4 will remain as "less than significant".

3E) We appreciate your comment. However, the impacts are not considered significant, and no CEQA mitigation measures are proposed for the project. Given this, the document will remain as an "Initial Study with Negative Declaration." Furthermore, mitigation associated with Permits from CDFW (1602), RWQCB (401), and USACE (404) will be negotiated during the permitting process.

4. Carmen

From: [GRIFFITH JEHU](#)
To: Rodriguez_Bibiana@DOT
Subject: Hwy 99 road project in Gridley
Date: Thursday, April 28, 2022 4:39:13 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

First, it is hard to imagine the highway having work done. There is a lot of traffic going north and south in that area. There are speed limits, but hardly anyone obeys the speed signs. Up grading the sidewalks would probably encourage more people to walk on the sidewalks, but with the traffic, I can't see that it would be safe. Not sure what a closed-circuit television highway camera would be, but if it keeps track of drivers who do not obey the speed limits it would be a good thing. Also, I never liked the increase of the speed limit going north on Hwy 99. I have had drivers pass me in the turnout lane because I was going too slow. Having 50 and 55 mph right after the last signal on Hwy 99 and Spruce was not a good idea. There is a lot more traffic using the highway now, and not sure because of construction on Hwy 70. But, a lot more people are ignoring the speed limits, and not sure what can be done. Hire more CHP's??

Just my comments: Carmen

Response to Comment 4:

Thank you for your comment. Concerns about vehicles traveling in excess of the valid posted speed limit should be brought to the attention of the California Highway Patrol and/or Gridley Police Department requesting increased traffic enforcement, as those two agencies are tasked with performing those duties.

The project is proposing a 3-foot-wide landscape buffer between the 8-foot-wide sidewalk and the road. The purpose of this is to separate pedestrians from the road and make walking along the road more pleasant.

The closed-circuit television cameras are used by the local Caltrans Regional Transportation Management Center to verify reported incidents and to dispatch the appropriate responses. The cameras are strictly used for traffic management purposes, not for law enforcement. These cameras will be installed on the existing traffic signal poles.

The posted speed limits on State Route 99 are based on the California Vehicle Code (CVC) and the California Manual for Uniform Traffic Devices (MUTCD). Under the CVC, speed is not adjusted for things that are apparent

to the driver, such as roadway width, curves, congestion, weather, etc. This is because CVC 22350, Basic Speed Law, requires drivers to observe the conditions of the road and environment and slow down regardless of what is posted on a sign. In general, it is assumed that 85% of people will travel at a safe and prudent speed, and speed limits are established with that consideration. If speeds were artificially lowered many drivers would simply not obey them, resulting in conflicts and incidents between vehicles and vehicles/pedestrians.

5. Susan Schohr

California Department of Transportation
Attention: Bibiana Rodriguez
North Region Environmental – District 3
703 B Street
Marysville, California 95901
Bibiana.rodriguez@dot.ca.gov

COMMENTS TO THE BUTTE 99 ROAD REHAB IN GRIDLEY PROJECT

Susan Schohr
Email: ricencows@schohr.com
Home: 530-846-4354
P.O. Box 785
Gridley, CA 95948

Home owner in Gridley, Farming interests using 99, Property owner in surrounding area, at least 15 businesses that our family patronizes will be effected by this project along 99.

- 5A** Page vii – Determination – 3rd paragraph – “The project would have No Effect on Agriculture....”
Concerned that certain aspects of this project will have an effect on agriculture. During construction the roadway needs to be accessible to large transport trucks that haul farm equipment. Many loads are permit loads on this road. Also, farming entities that have their own transport equipment are not required to obtain permits so statistics may be skewed.
- 5B** CHAPTER 1 – 1.1 Project History - Page 1 – “Community Priorities...” - At the April 19, 2022 meeting many of those in attendance continued to support – “Increase pedestrian safety”.
- 5C** 1.1.2 – page 4 – “Install a new enhanced crosswalk pedestrian hybrid beacon and refuge island between Archer Avenue and Cherry Street.” – This light and refuge island would certainly not be conducive to the amount of truck traffic from 99 South turning left onto Archer. The AmeriGas Company uses that entrance to their yard for the safety of their trucks as well as at least three private trucking companies that use Archer Avenue. At the meeting it was determined that on the south side of the refuge island there would be less than 250 feet of turn lane for trucks to enter into before turning east onto Archer. At the CURRENT time there doesn’t seem to be a need for this crosswalk, esp. in that area. A better choice would be on the south side of Ford Avenue at the northern end of this project. Currently this area is used by many high school students returning home to that area after school as well as in the morning going to school. Accommodating those students across 99 at Ford Avenue would certainly be a better safety alternative.
- 5D** 1.4 – BR-4 – E. – page 10 – “Dewatering would be limited to between April 15 and October 1.” This irrigation lateral jointly serves Biggs West Gridley Water District and Butte Water District. The water allocation period is between April 1 and October 31 each year. This means the lateral is providing water this ENTIRE time to service permanent crops (orchards) and seasonal crops. Other contractors have been able to work around these dates such as only doing construction in the other portion of the year when water delivery isn’t as critical to crops.

5E 2.11.3 – 2.11 – Page 89 – “travel access to the public space, businesses, schools,...”. There are no schools in the area of Archer Avenue and Cherry Street where there is a planned crosswalk. Gridley High School is located a short distance from Ford Avenue which is used every day during the school year by students.

5F 2.17.2 – Page 104 – Disagree – the proposed crosswalk and refuge island near Archer Avenue is not the best location nor workable for the local trucking businesses.

5G 2.17.3 (c) – Page 104 – Disagree – The proposed refuge island at Archer Avenue will be hazardous to south bound traffic (esp. trucks) turning east on Archer Avenue.

5H Chapter 3 – Project Development Team – I would suggest the following to the PDT. Contact AmeriGas and the three private truck companies that use Archer Avenue and work with them by marking the proposed refuge island and have the trucks attempt the turn with traffic and at different times of the day.

I would propose more analysis of the Ford Avenue area. Statistics need to be taken between 7 and 8 am and again from 3 to 4 pm to analyze the number of people using the area to cross 99. I would also suggest that the same be done to see how many people actually would use the Archer Avenue crossing. All proposed crosswalks across 99 should be considered with the high school use as the highest priority.

Thank you for answering our questions at the April 19th meeting. I look forward to seeing this project completed.

Sincerely,
Susan Schohr

Schohr Family Farms, LP

Response to Comments 5A–5H:

5A) Thank you for your comment. The CEQA checklist questions focus on the zoning and land use within the project limits, as well as direct impacts to Agricultural and Forest Resources. The project limits where work will occur does not include lands zoned as agriculture. Furthermore, the project will primarily occur within existing Caltrans Right-of-Way (ROW). The areas where temporary construction easements and additional ROW will be required to accommodate the new sidewalk, curb ramps, and conforming of driveways through the project limits will not convert farmland. Based on the CEQA checklist questions and the project location not including land designated as farmland use, we determined that there are “no impacts” on any agriculture or forest resources.

5B) Caltrans appreciates your support for the project elements that increase pedestrian safety.

5C) We are reassessing the location of the southern pedestrian crossing. When planning the location of the crossing in the next phase of the project, we will take into account the left-turn truck movement into Archer Avenue.

Please see response to Comment 1 for details regarding Ford Avenue.

5D) Please see response to Comment 2.

5E) Please see response to Comment 1. Additionally, the pedestrian crossing will not be limited to students; it will be available to all pedestrians wishing to cross the highway.

5F) Please see response to Comment 5C.

5G) Please see response to Comment 5C.

5H) AmeriGas was given an opportunity to review and comment on the project. However, no comments were received during this phase. Caltrans plans on working with AmeriGas and other businesses in the area during the next phase of the project. At that time, we will address any concerns from AmeriGas and/or other businesses in the area that arise. Furthermore, we will be using Caltrans Standards for designing left-turn lanes.

Please see response to Comment 1 for details regarding a crossing at Ford Avenue.

